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CITY OF DUNSMUIR

GENERAL PLAN

AND

ENVIRONMENTAL IMPACT REPORT

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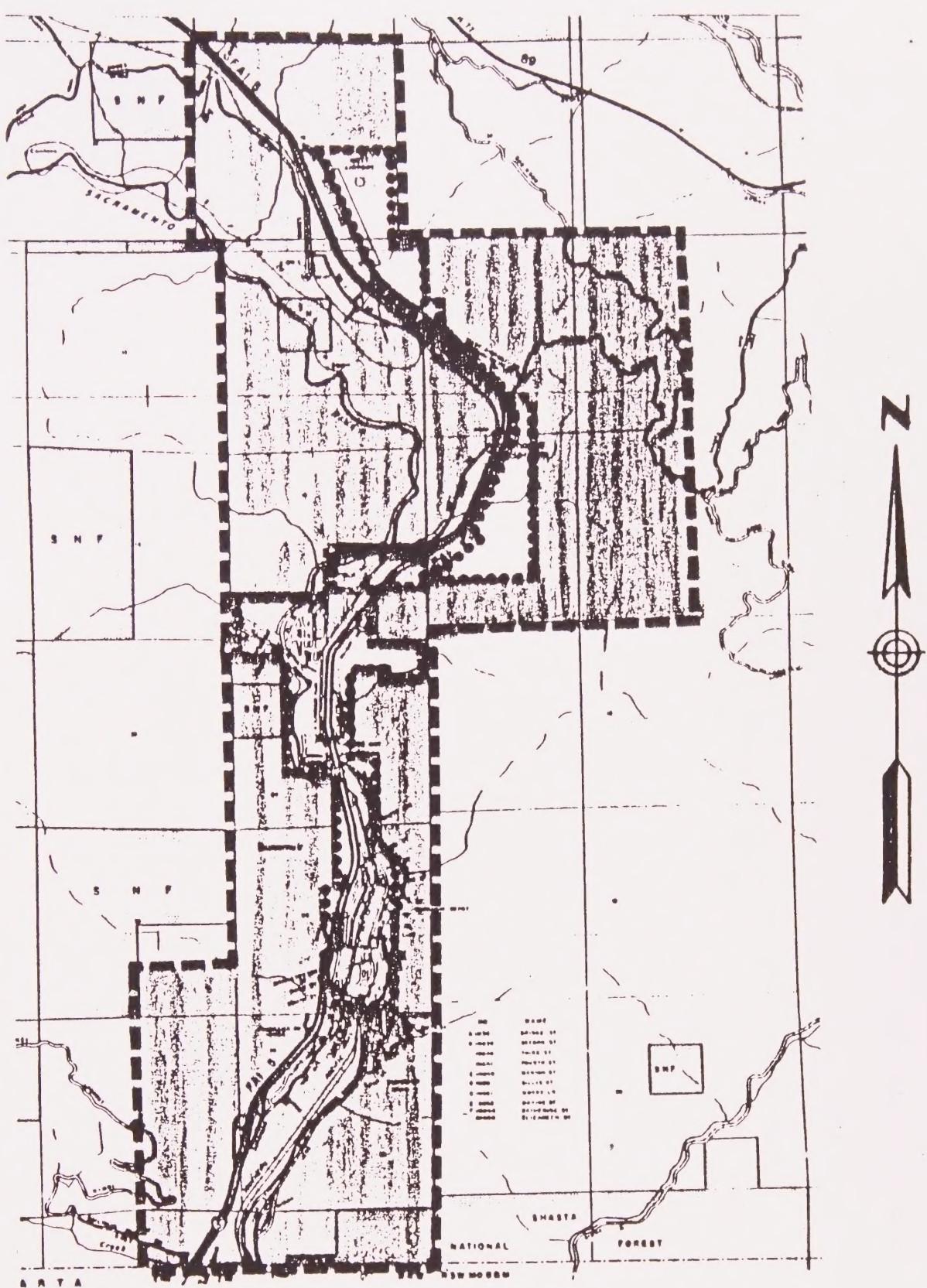
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DUNSMUIR SPHERE OF INFLUENCE

..... City Limit
- - - Sphere of Influence Boundary

Scale 1": 4277'



100,000
GOLDEN AGE STAMPS

values nominal to \$100.00
1968 U.S. issue





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INTRODUCTION

California Government Code Section [65302 (i)] requires that each locality develop a Safety Element "for the protection of the community from fires and geological hazards" including "evacuation routes; peak load water supply requirements; minimum road widths and geological hazard mapping". Safety Elements guidelines suggest that other issues such as " urban structural fires, (&) hazardous materials" should also be addressed.

PURPOSE

The purpose of the Public Safety Element is to ensure that Dunsmuir residents are adequately protected from fires (both urban and forest in origin), hazardous wastes (from both the Southern Pacific Railroad & Interstate 5) and geological hazards such as landslides and subsidence.

GOALS

- A. Review the adequacy of fire protection measures within the City of Dunsmuir (primarily through the Dunsmuir Volunteer Fire Department).
- B. Review the adequacy of fire protection measures for fires originating outside of Dunsmuir, but which could threaten Dunsmuir (primarily U.S. Forest Service, California Division of Forestry and Dunsmuir Fire District).
- C. Review and make recommendations concerning toxic and hazardous material accidents on Interstate 5.
- D. Review and make recommendations concerning toxic and hazardous material accidents within and near Dunsmuir which originate from the Southern Pacific Railroad.
- E. Integrate the "Geological Hazard Management Area" called for in the Seismic Element within this General Plan.
- F. Review and make recommendations on emergency procedures relating to failure of the Box Canyon Dam.

- G. Review and make recommendations on emergency evacuation procedures at the Elementary and High Schools.
- H. Review flood hazard and flood plain data and make recommendations on land use and safety considerations.
- I. The entire Public Safety Communication System (Fire, Police, Sewage Treatment Plant, Public Works and Emergency Population Notification) should be upgraded and alternate power sources developed.
- J. Upgrade Dunsmuir Office of Emergency Service.
- K. Public safety concerns should be considered in the development process.

PUBLIC SAFETY POLICIES

- A. "Peak Load" Firefighting Capacity (large fires) is inadequate in Dunsmuir due to lack of water storage.

Implementation Measure:

City Council should investigate and make a decision by 12/31/85 whether to either purchase the existing, unusable storage tank (near the High School) or construct a similar facility (ies) elsewhere in the City to serve all of Dunsmuir.

- B. Fire Alarm Systems to notify D.V.F.D. of fires at Dunsmuir Apts., Travelers Hotel, the High School and Elementary School are inadequate.

Implementation Measures:

City Council, D.V.F.D., School Systems and private owners should take steps by 12/31/86 to install direct, 24 hour, tie-ins of these facilities and other structures as identified by City Council.

- C. Various streets in Dunsmuir cannot accept fire equipment due to their topography and /or size.

Implementation Measure

The D.V.F.D. should catalogue such substandard streets and recommend improvement measures to City Council by 6/30/86.

- D. D.V.F.D. fire personell notification and communication systems need updating to meet minimum "Multi-Jurisdictional Communication Center" standards.

Implementation Mearsure:

City Council should purchase, as funds become available,,communication equipment as recommended by D.V.F.D.

- E. Response Plans have been developed by California Highway Patrol and Southern Pacific to deal with toxic spills on I-5 and S.P. railroad.

Implementation Measuire

D.V.F.D. should coordinate annual exercises with the CHP and S.P. (as well as other agencies) to review toxic spill response procedures.

- F. A Response Plan has been developed for collapse of the Box Canyon Dam.

Implementation Measure:

D.V.F.D. (and other agencies) should conduct an annual exercise to inform the citizenry of measures that must be taken and emergency notification and evacuation procedures in the event of the collapse of the Box Canyon Dam.

- G. Dunsmuir has a flood hazard map developed by the U.S. Department of Housing and Urban Development as well as locally developed flood hazard maps. (HUD map attached)

Implementation Measure:

All land use decisions should be guided by U.S. Department of Housing and Urban Development regulations within the designated flood hazard areas.

- H. Dunsmuir has numerous landslide prone areas within City limits. These areas are noted in a map contained in the Seismic Safety Element.

Implementation Measure:

City should catalogue which parcels are affected by landslide propensities. City should implement "Geological Hazard Management Area" overlays on each of these parcels (by 12/31/86) to guide development proposals.

I. Land Use & Development Proposals should use fire safety considerations as a primary review component.

Implementation Measure:

Planning Commission and City Council should adopt the "Fire Safe Guides for Residential Development in California" as published and updated by U.S.F.S. and C.D.F.

J. Dunsmuir at present has only one operational domestic water source: the springs north of Hedge Creek. If the water line over the Sacramento River Bridge was severed for any reason, then South Dunsmuir would be without water.

Implementation Measure:

Dunsmuir City Council, by 6/30/87, should identify and take steps to develop a backup water supply for South Dunsmuir. This study should include surface sources such as the Sacramento River, Alder Creek and other permanent creeks flowing near South Dunsmuir.

K. Fire response in County areas of South Dunsmuir of the East of the railroad tracks can be hindered by trains blocking the River bridges.

Implementation Measure:

City Council, as funds become available, should develop an overhead road crossing of the railroad tracks in South Dunsmuir. Such a crossing would logically be at Scherrer Avenue. A cooperative agreement should be entered into among S.P., the City and the State to accomplish cost sharing.

L. Dunsmuir Avenue, in North Dunsmuir, has a dangerous curve between Wells and Scarlet Way. This curve has no side walk or bicycle path. A variety of accidents have taken place over the years at this location.

Implementation Measure:

City Council, by 12/31/86, should develop a plan to either straighten this curve or provide separation of the right of way from pedestrian and bicycle traffic. This should be coordinated with the Scenic Highway and Circulation Elements of this General Plan.

M. The Mutual Aid agreements between Dunsmuir Volunteer Fire

Department and the supporting agencies have been developed over a thirty year period. Most, if not all, need updating.

Implementation Measure:

D.V.F.D., with City Council assistance, should develop a new set of Mutual Aid Agreements by 6/30/86.

DESCRIPTION OF THE PLANNING AREA & SAFETY CONCERNS

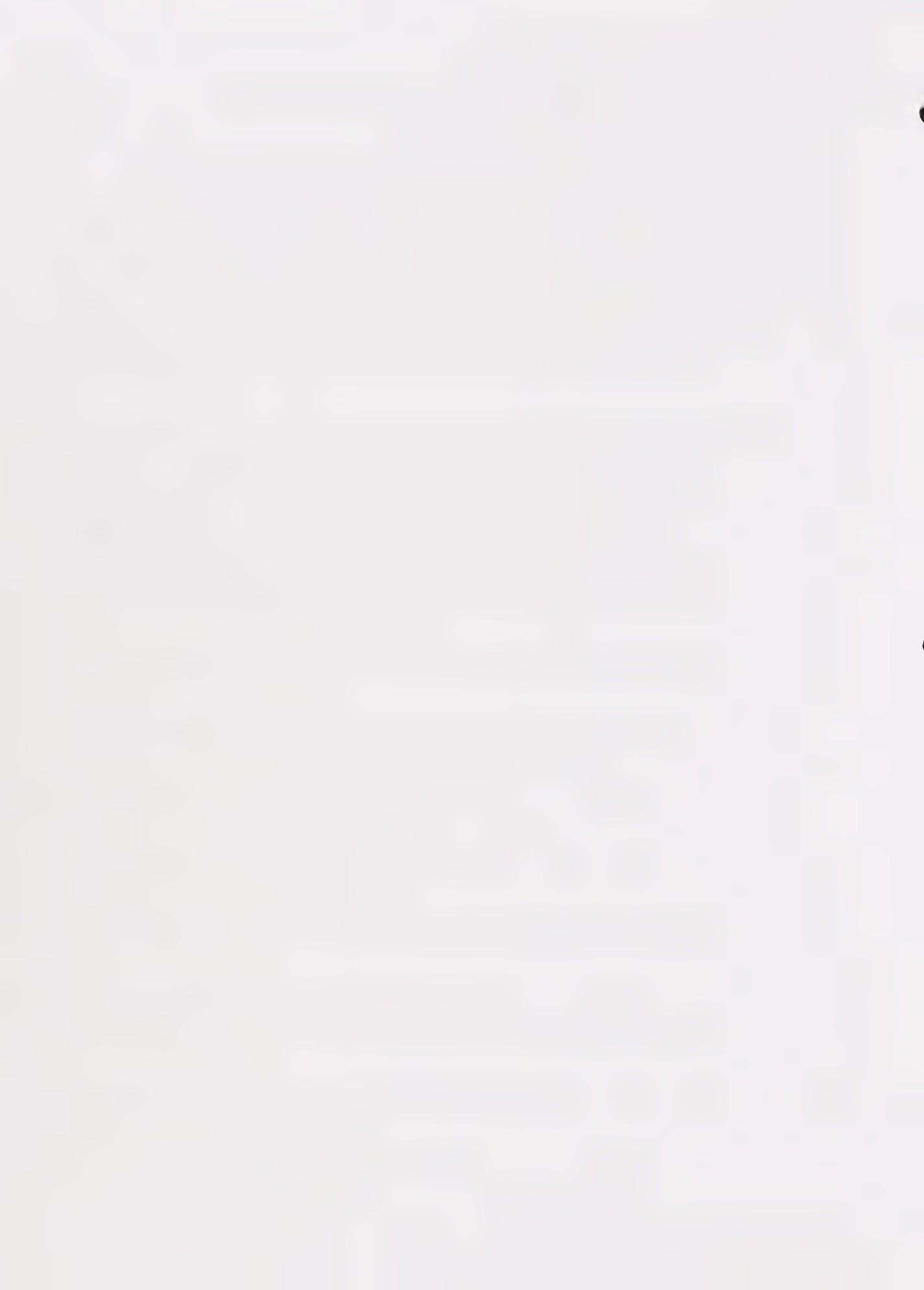
The City of Dunsmuir and its adjacent developed areas are considered the planning area. This generally follows the boundaries of the Dunsmuir Fire Protection District and the Sphere of Influence. This district includes the entire City, all developed areas immediately West and East of the City, and developed areas North of the City to 1/4 mile North of the California Department of Agriculture Inspection Station. Some areas (Big Canyon) are within the Planning Area but outside of the Dunsmuir Fire Protection District boundaries. The planning area is approximately seven miles long (North-South) and 3/4 mile wide.

Dunsmuir sits in the Canyon of the upper Sacramento River approximately 12 miles South of Mt. Shasta (14,163'). The canyon walls are heavily forested in every direction. These lands are productive timberlands owned by the U.S.. Forest Service and private timber concerns. The river canyon narrows at Dunsmuir and descends quickly south of Dunsmuir. Consequently, the two major surface transportation routes on the West Coast (i.e. Interstate 5 and the Southern Pacific Railroad) follow the land corridors through Dunsmuir. The Box Canyon Dam on the Sacramento River is eight miles North of Dunsmuir.

Dunsmuir's geographical setting leads to several unique public safety concerns:

1. A toxic or hazardous chemical accident on either the Interstate or the railroad, could have serious and immediate implications in Dunsmuir.
2. The collapse of the Box Canyon Dam could innundate most of Dunsmuir within 15 minutes of collapse.
3. Wild fires close to Dunsmuir could endanger the City.
4. Seismically or rainfall caused landslides or ground subsidience could cause property damages at certain sites within Dunsmuir.
5. Certain areas in Dunsmuir are susceptible to flood damage caused by overabundant rainfall or snowmelt in the surrounding mountains.

Apart from the above, unique, concerns, Dunsmuir must always be



concerned with fire protection of the citizenry within Dunsmuir. This is especially important given the demographic mix in Dunsmuir where over 22% of the population are elderly, a percent higher than State or County figures.

CURRENT STATUS OF ACTIVITIES

The City of Dunsmuir has an "Office of Emergency Services" to respond to the various Public Safety contingencies. This office has produced a manual "Dunsmuir Operational Procedures for Emergencies" (DOPE).

DOPE covers the contingencies noted in the Goals section of this element as well as the unique safety concerns in Dunsmuir.

Some of the titles mentioned are specific to Dunsmuir. The vast majority of titles are general or statewide in nature.

The Following sections detail the various areas of safety concerns:

A. FIRES WITHIN DUNSMUIR

Dunsmuir Volunteer Fire Department presently has one station. The D.V.F.D. is staffed by 4 part time employees (Chief, EMS officer, Fire Marshall & Sec'y.) D.V.F. has 25 members on call throughout Dunsmuir. Some Officers have 2-way communication devices. Members are summoned by emergency sirens & plectron devices (dependent on commerccical power and radio devices). D.V.F.D. has access to 5 vehicles at the fire station, including 1 van, 3 pumper and 1 ladder truck.

Four fire sirens are located in Dunsmuir. One is at the Fire Hall, one at the Cemetery and Two off of Dunsmuir Avenue in North Dunsmuir.

Mott Airport, within the City limits, is located four miles from the fire hall, with an average response time of 14 minutes.

North Dunsmuir is susceptible to being cut off from D.V.F.D. should the two bridges over the Sacramento River be closed for any reason.

The D.V.F.D. presently has mutual aid agreements with Dunsmuir Fire Protection District, Castella Fire

Protection District, Mt. Shasta Fire Protection District and the City of Mt. Shasta. These agreements set out the circumstances and methods of mutual response among the various agencies.

The Dunsmuir Water Company maintains fire hydrants throughout Dunsmuir under an agreement with the City. Dunsmuir Water Company also owns a 400,00 gallon concrete water storage tank adjacent to the High School. This structure was erected in the 1920's and is currently inoperable. Apart from the Sacramento River, this storage tank was the only available "peak load" water supply serving Dunsmuir in case of fire. The Dunsmuir Water Company has applied to the California Department of Water Resources for a Safe Drinking Water Loan to refurbish this necessary facility. This loan will result in a monthly water bill increase of approximately \$3.60 per household. This situation results in Implementation Measure A which calls for the City to investigate purchase of this water storage facility with the express purpose of making the proposed Safe Drinking Water loan into a grant. Only Municipal Water Systems can apply for such grants, so such a course should be investigated for both safety and cost considerations.

There are four facilities in Dunsmuir which, due to their nature and occupancy, merit special fire protection services. These are:

- 1) Dunsmuir Apartments - 33 units occupied primarily by elderly and handicapped households (includes an elevator).
- 2) Travelers Hotel - 60 units occupied primarily by transients and elderly households (includes an elevator).
- 3) High School - Normally is facility houses 150-250 students and includes an elevator. The High School elevator has a direct tie-in with the D.V.F.D. (8 a.m. to 4 p.m.).
- 4) Elementary School - Normally this facility houses 400-600 students.

Each of these facilities, due to their usage, should have a direct tie-in. Therefore Implementation Measure B contemplates this direct tie-in.

The D.V.F.D. is among the most highly rated units in

the State. Its continuing efforts are hindered by the above noted defects in the system.

A future area for growth the with Dunsmuir City limits is the "Youngblood" division. Should this development be built, the City should seriously contemplate a fire station in North Dunsmuir as well as an additional "peak load" capacity.

Water pressure in parts of North Dunsmuir, should an electrical interruption of the water system take place, is presently insufficient to suppress a significant fire. The City should contemplate financing and emplacement of a "peak load" firefighting storage tank in North Dunsmuir. See Implementation Measure A.

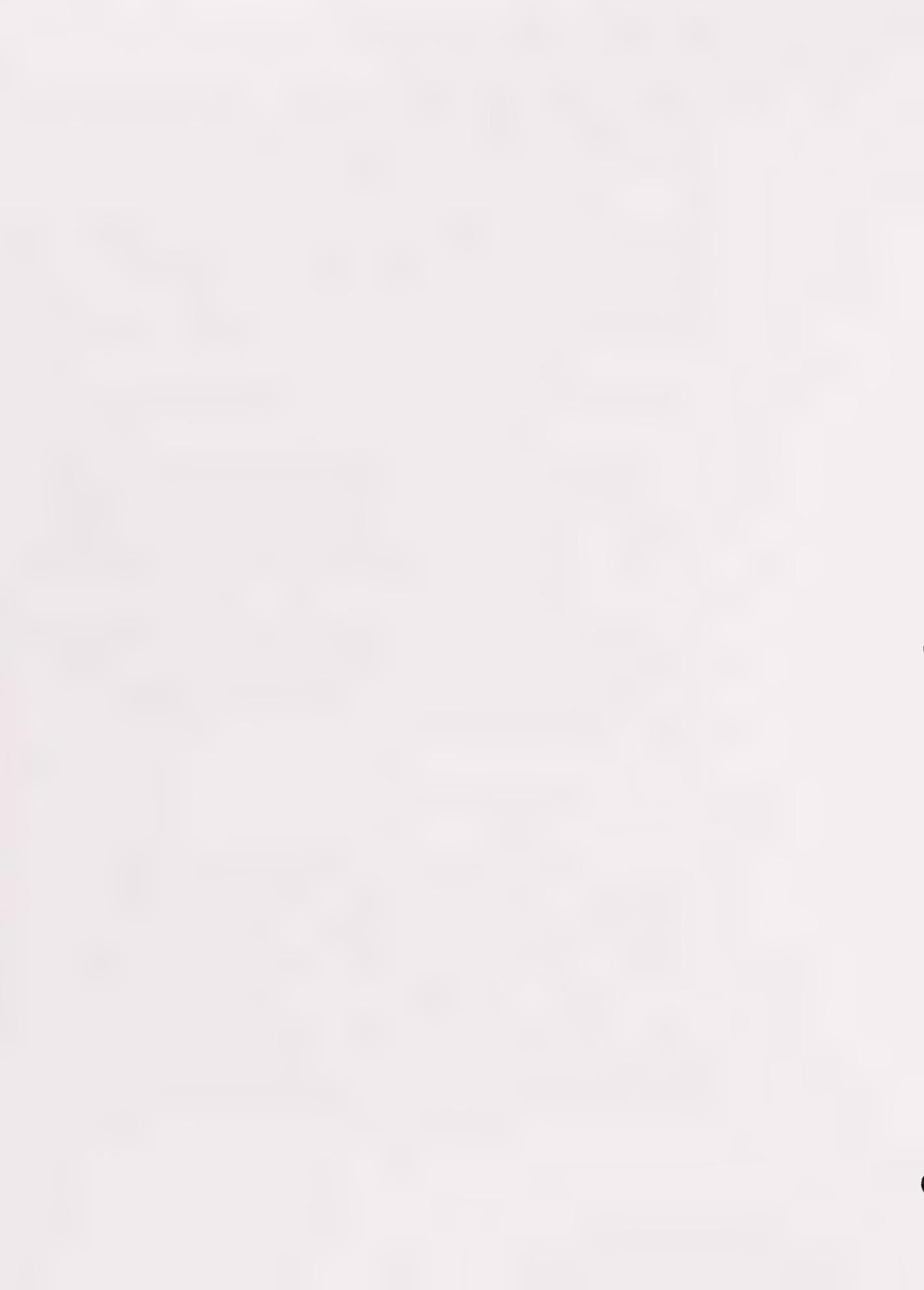
A "peak load" tank is presently located at the High School for fire suppression.

There are a variety of creeks (some seasonal) that flow thru Dunsmuir to the river. These creeks could be sources of "peak load" storage facilities (small scale - less than 100,000 gallons) that could serve specific areas in Dunsmuir in the event of a seismic or other disturbance causing interruption of Dunsmuir Water Company Service. See Implementation Measure A.

A variety of streets in Dunsmuir are undersized. They cannot accept emergency equipment. City should catalogue these streets and take such measures that are necessary (expansion, parking bans, etc.) to meet fire protection needs. See Implementation Measure C.

B. FIRES NEAR DUNSMUIR

Dunsmuir Fire District has the responsibility for structural and other fires within its operational boundaries. (See "Description of Planning Area" & attached Figure 1). A cooperative agreement was entered into in 1965 between U.S. Forest Service (U.S.F.S.) & the Dunsmuir Fire District (DFD) which specifies areas of responsibilities. In general terms, DFD has responsibility for structural or vehicle fires on private lands within the District. U.S.F.S. has the responsibility for forest fires on the National Forest land and "intermingled private lands". The agencies have agreed to a mutual information, dispatch and administrative control



system for fires that impinge upon each other's territories.

Dunsmuir Fire District is staffed by members of Dunsmuir Volunteer Fire Dept. (DVFD) and other members of DFD outside of the City limits. DFD uses the equipment and dispatching services of DVFD and pays for proportionate use of these facilities.

C. TOXIC SPILLS-RAILROAD

Southern Pacific Railroad has developed an advisory document entitled "How to Obtain Emergency Response Information-A Guide For Firemen". This document is included in the Dunsmuir Operational Procedures for Emergencies (DOPE) - see Appendix of this Element.

The Southern Pacific (S.P.) advisory attempts to deal with all emergencies through having fire and emergency personnel follow the following procedure:

1) Examine waybills:

Each hazardous material shipment has a "waybill" attached to it. The waybill notes the type of material, who has shipped the material, where it is going, what hazard class the material is in. Emergency personnel can then take the response appropriate to the materials involved.

2) Computer Generated Data:

Should the waybill be unavailable due to the severity of the accident, S.P. has developed a procedure for acquiring the necessary materials information via their computer system. 24 hr. telephone numbers are given whereby emergency personnel, using the specific railroad car number, can find out the type of material and methods to deal with the material.

3) Caboose Information:

Each train's caboose contains the booklet "Emergency Handling of Hazardous Materials in Surface Transportation" which codifies the various types of hazardous materials and gives specific instructions on dealing with each material.

The operational plan for training recruits and others of the Dunsmuir Fire Department is to rescue whatever passengers and S.P. personnel that are involved and then to isolate the wreck until it has been determined what hazardous materials are involved. DVFD can then



deal with the fire or leakage in the proper manner using information secured from S.P. . If evacuation or notification of the citizenry is called for, then they can proceed with knowledge of the potential danger.

D. TOXIC SPILLS-INTERSTATE 5

Toxic spills on Interstate 5 are a constant source of concern. The grades leading to and from the I -5 bridge over the Sacramento River provide the conditions for an accident that could involve any of the wide variety of toxic and hazardous materials traveling on the West Coast's main thoroughfare. It has been estimated that 3/4 of the vehicles on the Interstate in this area are hauling freight

Road conditions grow considerably worse in the winter and could exacerbate any accident.

California Vehicle Code assigns the California Highway Patrol the responsibility for serving as the Statewide information, assistance and notification coordinator for all hazardous material spill incidents occurring on highways.

The CHP operations manual outlines the roles of various State, Federal and local agencies in the event of a toxic spill.

The manual notes that "City police departments will perform the function of scene manager for hazardous material incidents occurring on highways within their jurisdiction."

The definition of responsibilities within the CHP manual does leave some gray areas of responsibility. For example; if CHP is responsible for "assistance" and Dunsmuir Police Department is the "scene manager", occasions for overlap and confusion could result.

A surefire way to prevent confusion is to have regular annual training exercises which review response to the variety of possible scenarios by the pertinent agencies.

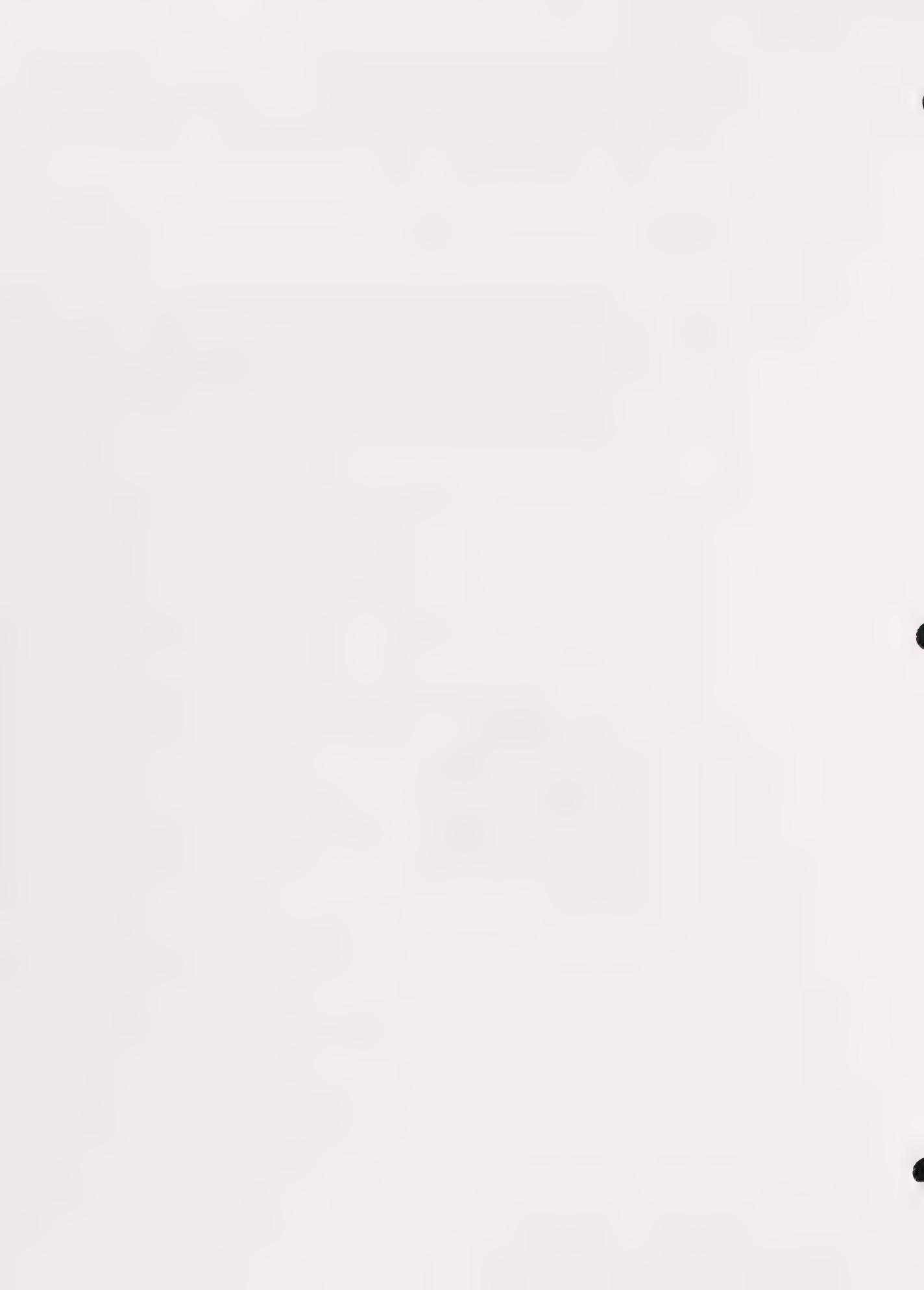
E. AIR CRASHES AT MOTT AIRPORT

Dunsmuir Fire Protection District handles air accidents at or near Mott Airport. The D.V.F.D., Mt. Shasta F.D., U.S.F.S., CDF, CHP and Siskiyou County Sheriff are all involved in response to air accidents. Dunsmuir Emergency Dispatch coordinates operations.

F. LANDSLIDES

The Seismic Safety Element notes eleven sites in Dunsmuir where landslides have or are occurring. The State has developed a procedure to control development in such areas through the use of an overlay system that designates such areas as "Geological Hazard Management Areas". Development in such areas can be reviewed by the planning commission.

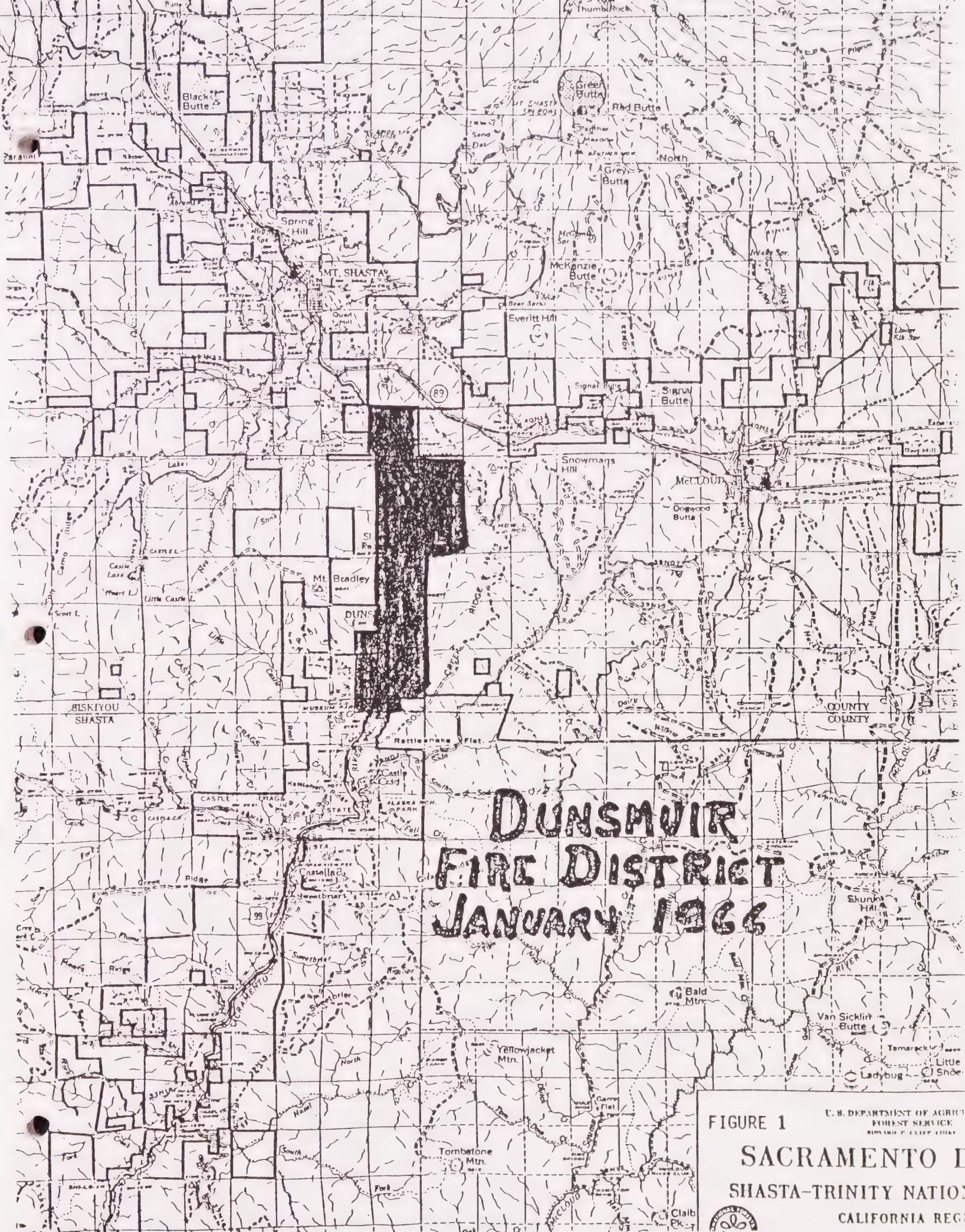
why the fire P.D. at
Mott? isn't that city?
what are the 11 sites?

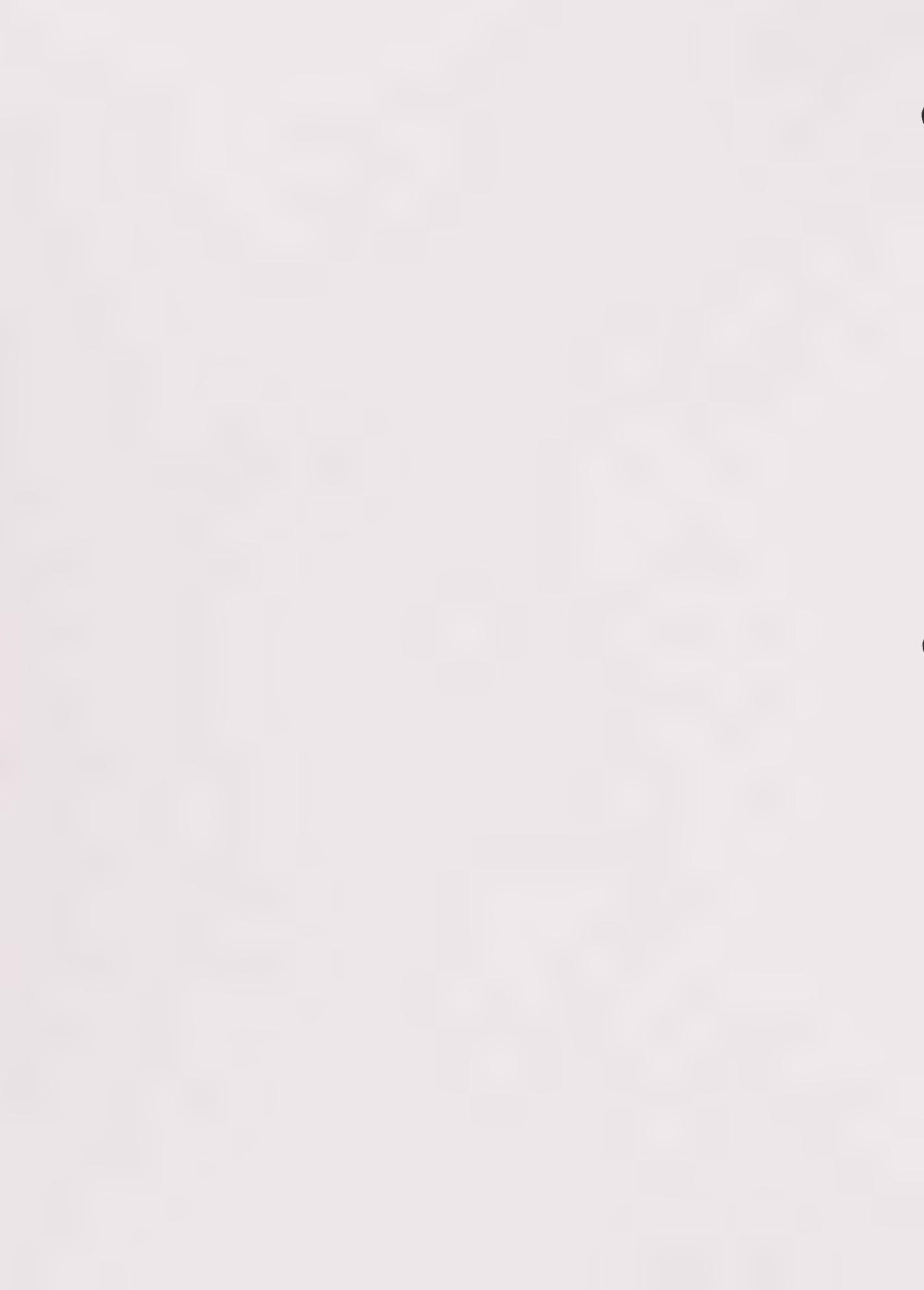


SAFETY ELEMENT APPENDIX

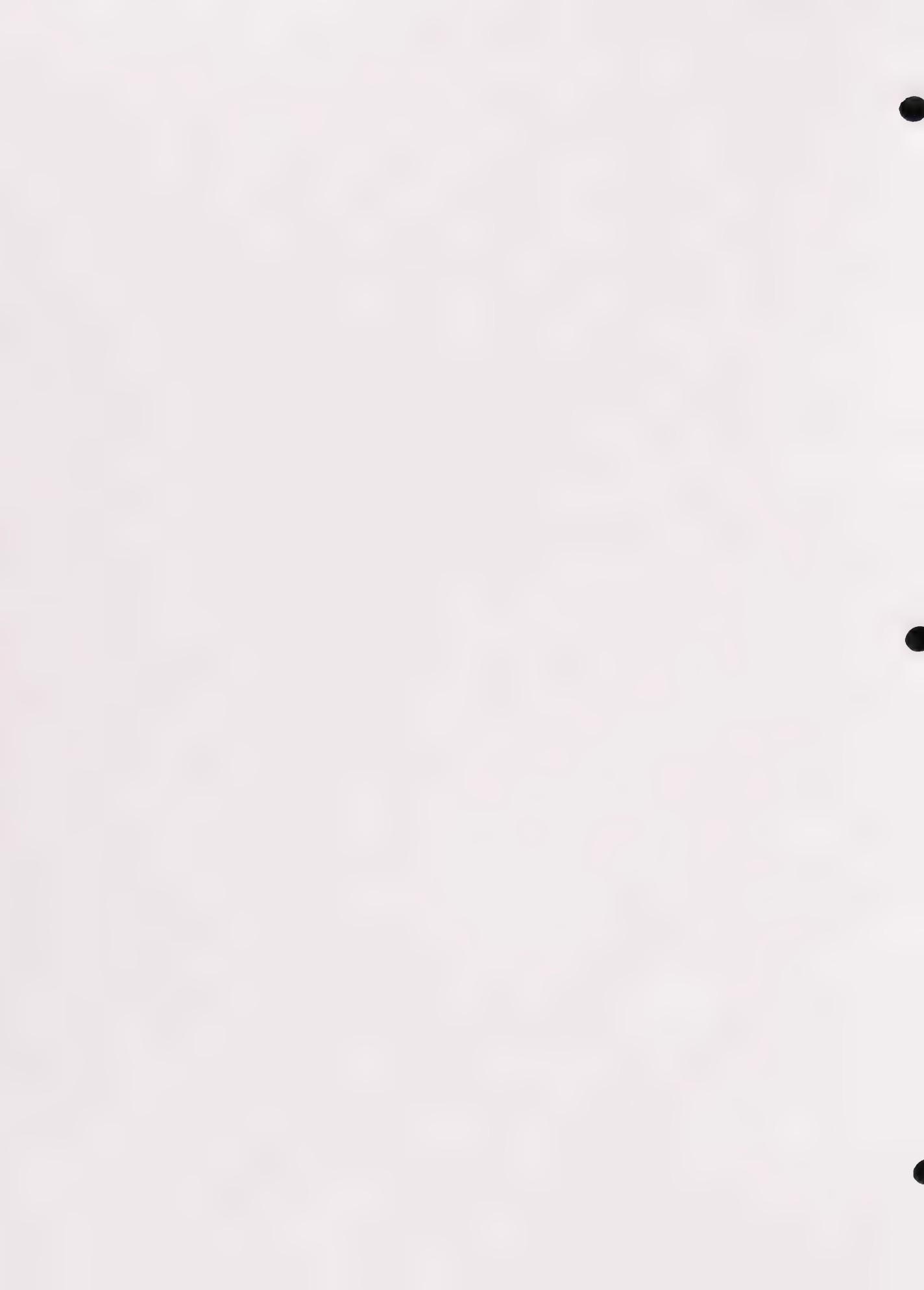
The following titles are included in the "Dunsmuir Operational Procedures for Emergencies" (DOPE) and its companion volumes:

- * How To Obtain Emergency Response Information of the Southern Pacific Railroad - a Guide for Firemen"
- * "California Minimum Standard Emergency Operations Plan - California Office of Emergency Services"
- * "Law Enforcement Guide for Emergency Operations - California Office of Emergency Services" - (CAL-OES)
- * "California Fire & Rescue Emergency Plan - CAL-OES"
- * "Resource Designation System - Statewide Fire & Rescue Mutual Aid System - CAL-OES"
- * "Fire Safe Guides for Residential Development in California" - 1980, U.S.F.S. & California Division of Forestry
- * "California Law Enforcement Mutual Aid Plan", 1982, CAL-OES
- * "California Law Enforcement Mutual Aid Radio System - Clemars Plan, 1983, CAL-OES.
- * "Hazardous Material Incident - Contingency Plan, 1982" - CAL-OES
- * "Emergency Action Plan - Box Canyon Dam", 1983 - Siskiyou County Department of Public Works
- * "Nuclear Civil Protection Plan - Dunsmuir & Vicinity", FEMA & CAL-OES
- * "Emergency Evacuation Procedures", National Railroad Passenger Corp.
- * "1984 Emergency Response Guidebook - Hazardous Materials Incidents", U.S. Department of Transportation
- * "Dunsmuir Fire Department - Policy & procedures Handbook", 1983.
- * Executive Order D-25-83 concerning coordination of Emergency Services
- * "Fire Plan" agreement between Dunsmuir Fire District and U.S.F.S. - 1965
- * California National Guard Emergency Plan 6/83





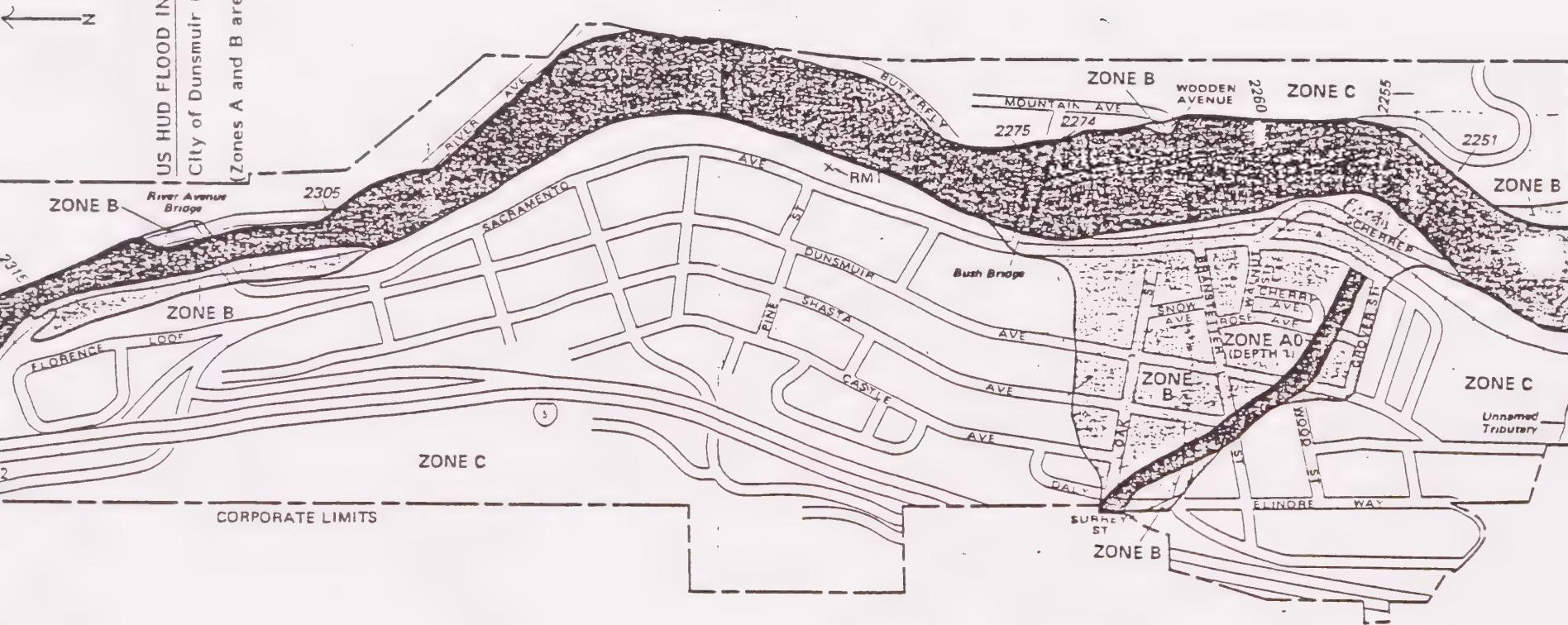


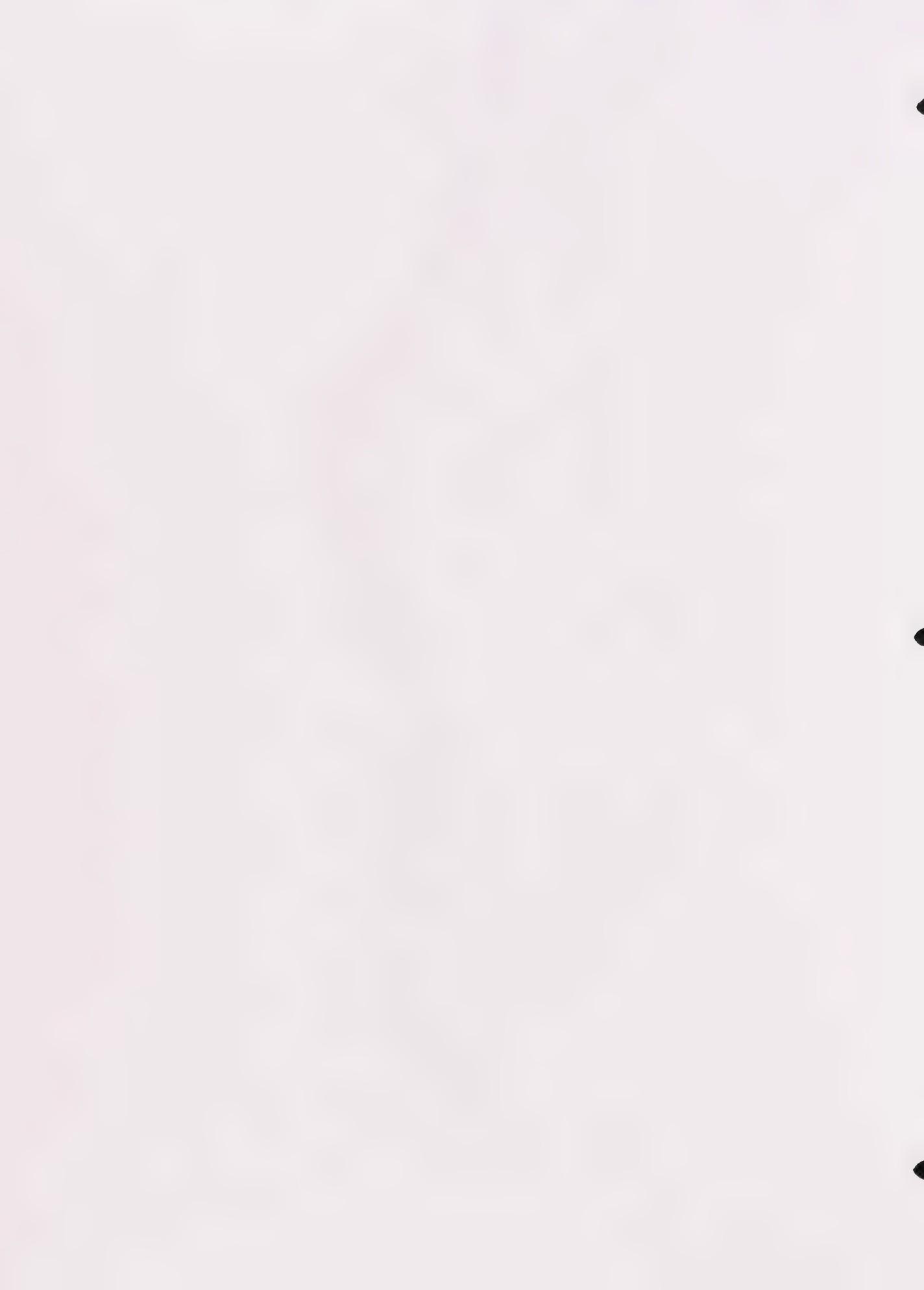


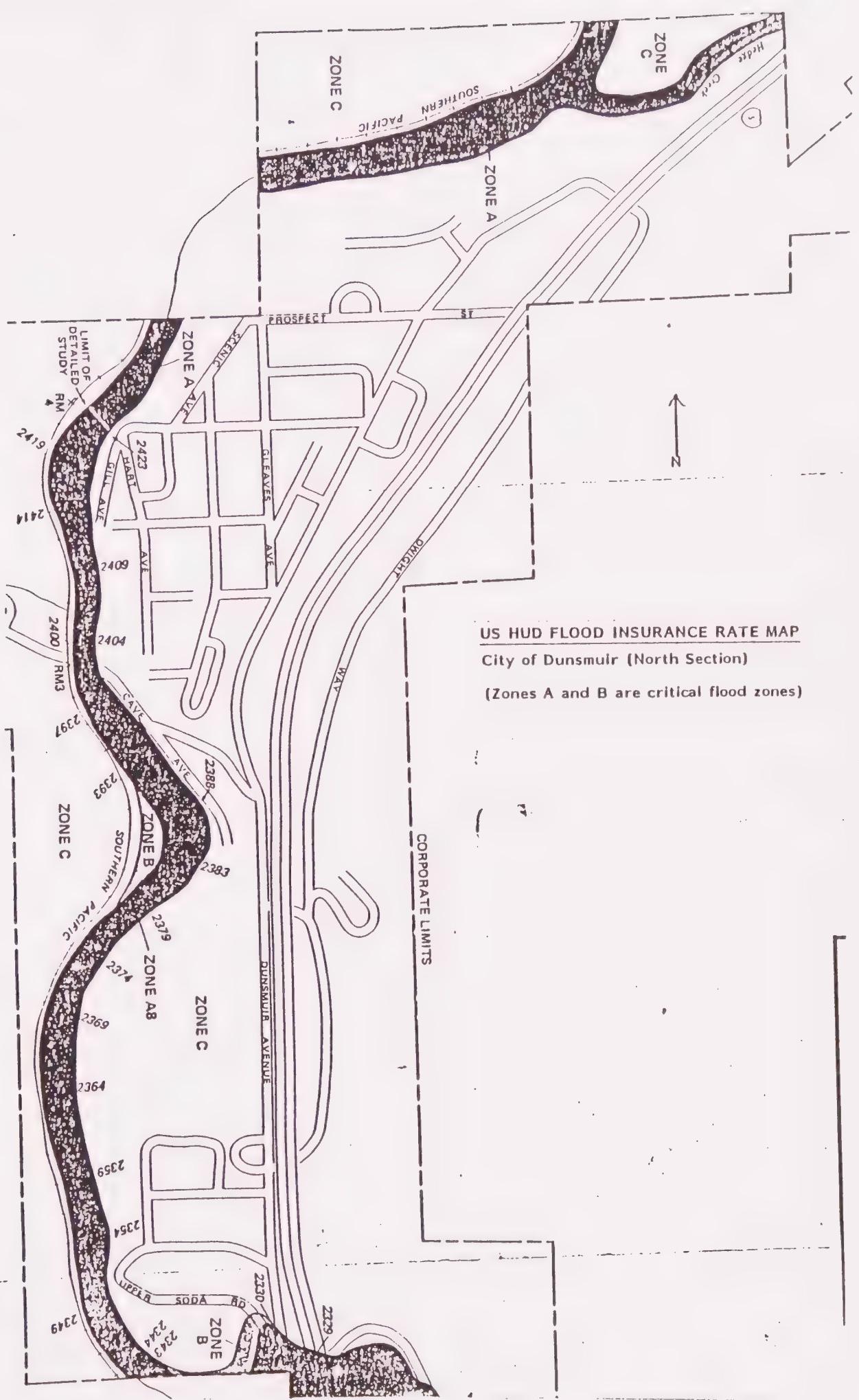
US HUD FLOOD INSURANCE RATE MAP

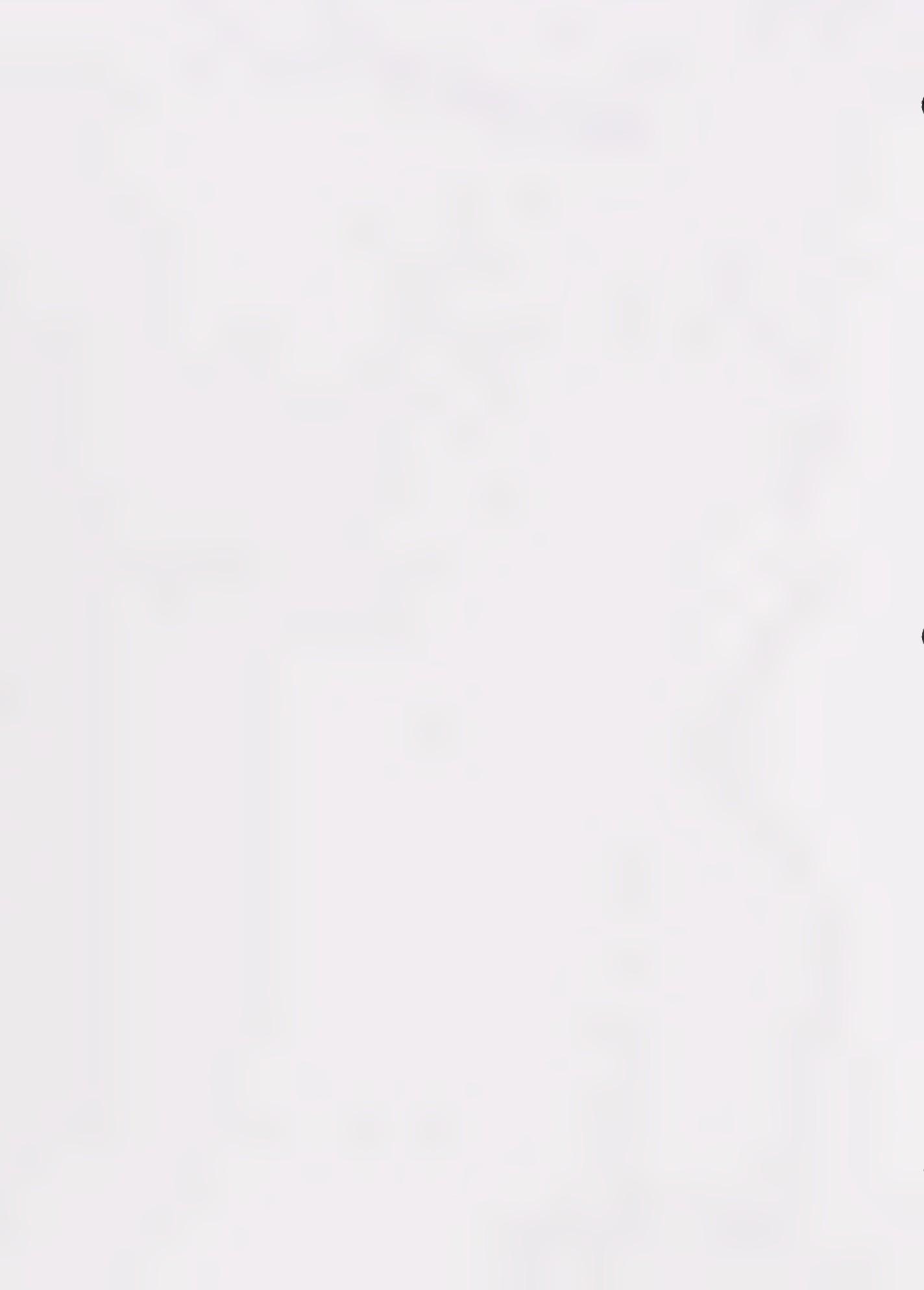
City of Dunsuir (South Section)

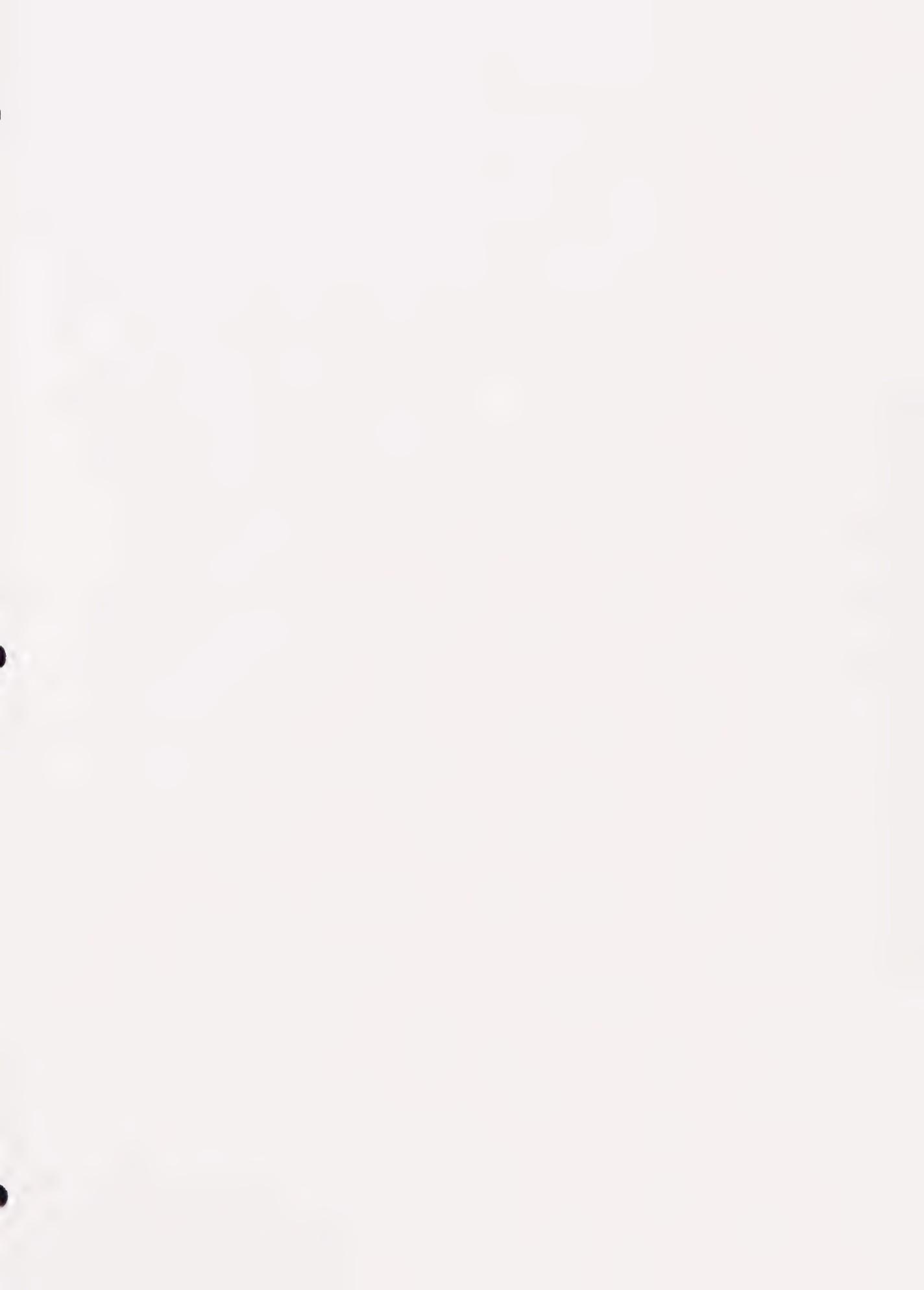
(Zones A and B are critical flood zones)

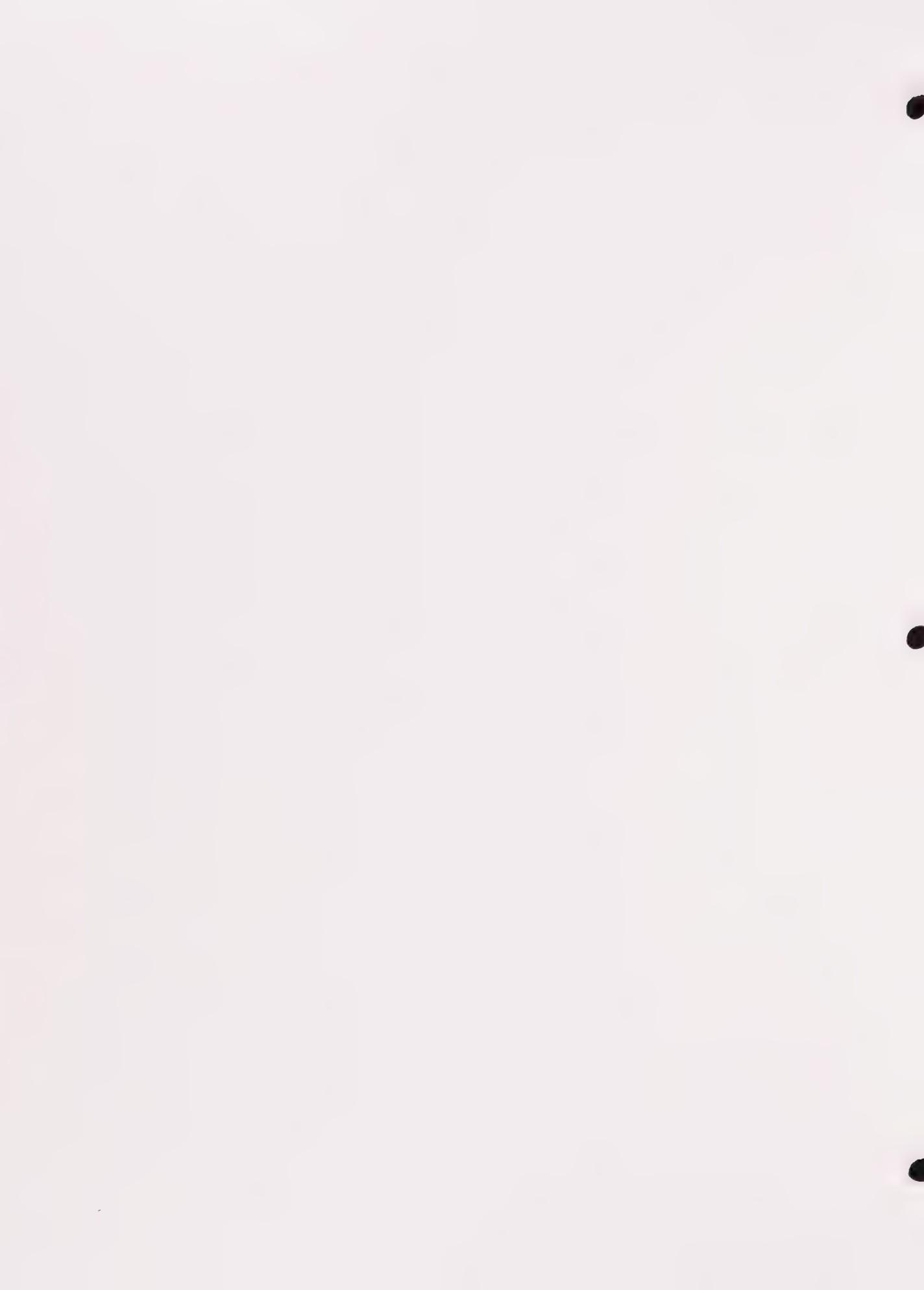




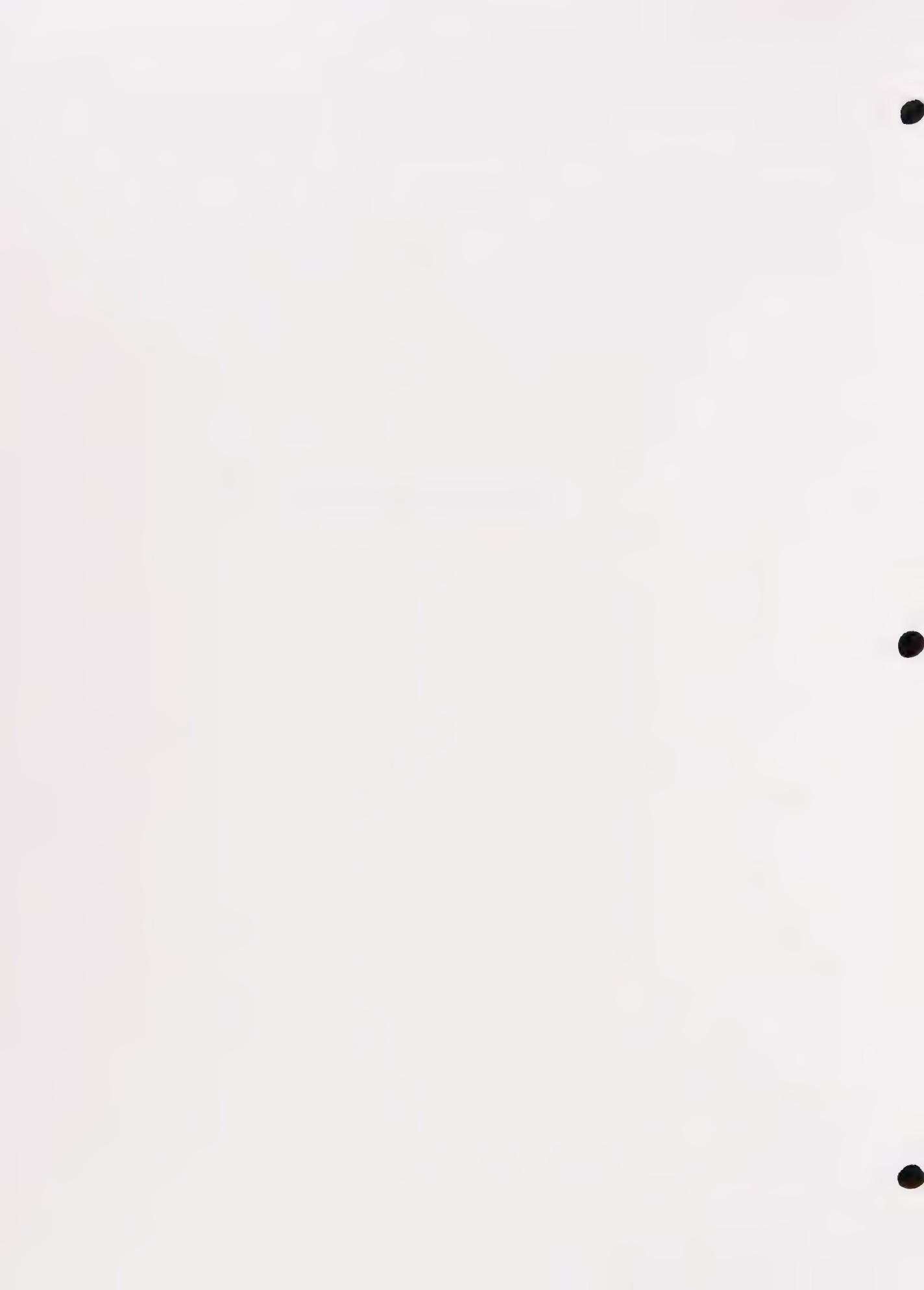








SEISMIC SAFETY ELEMENT



INTRODUCTION

California Government Code [Section 65302 (f)] requires that each locality develop a Seismic Safety Element "consisting of an identification and appraisal of seismic hazards" including "an appraisal of mudslides, landslides and slope stability that must be considered simultaneously with other hazards such as possible surface ruptures from faulting, ground shaking, ground failure..."

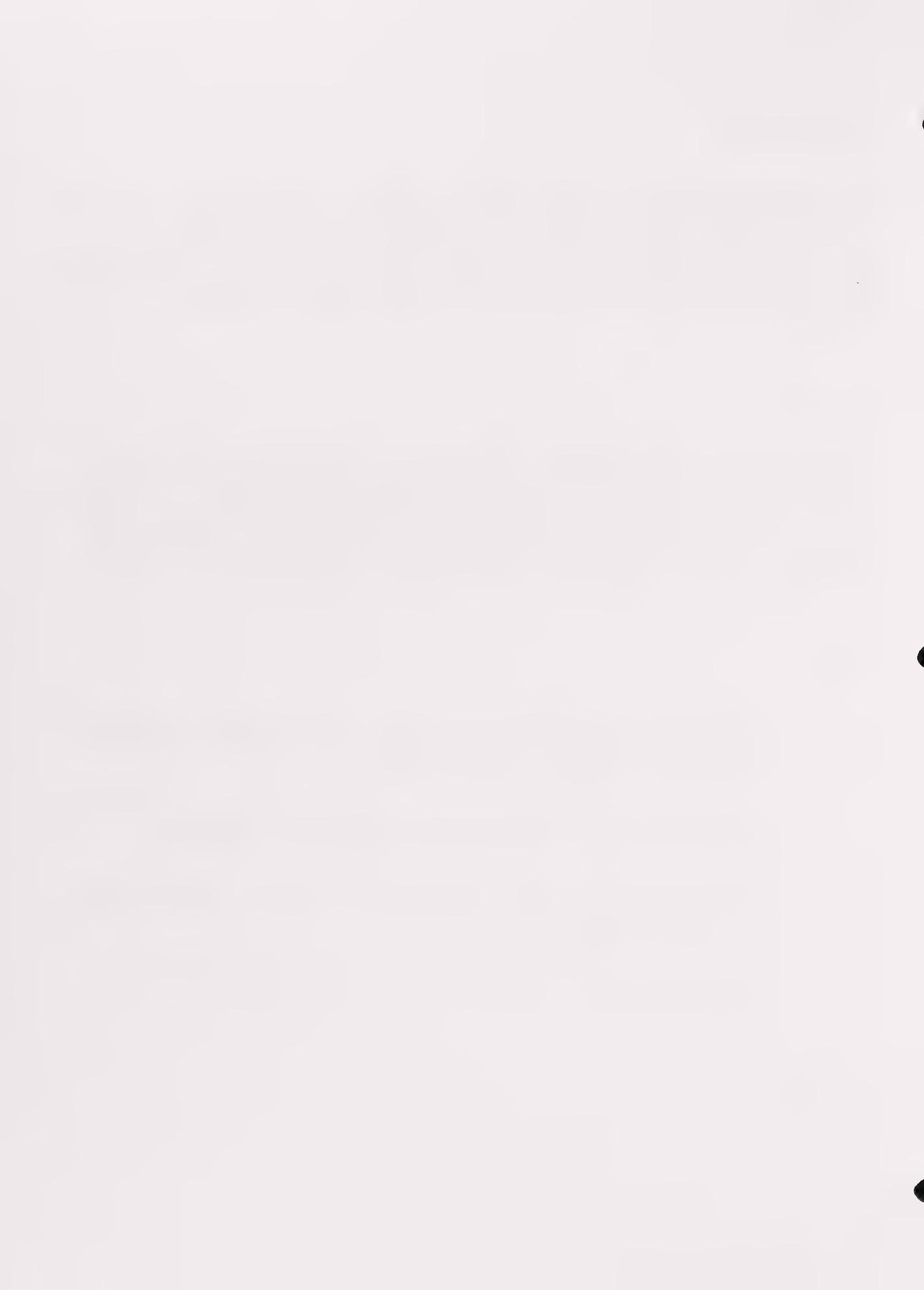
PURPOSE

The purpose of the Seismic Element is to increase the public's awareness of seismic dangers within and nearby Dunsmuir. This awareness can be used by residents and city officials to properly make decisions based upon informed knowledge of seismic hazards and their effects upon land use, circulation and public safety concerns. This element is designed to interact with the other elements of the General Plan in a coherent fashion.

GOALS

- A. Provide a framework within which the seismic safety of existing structures in Dunsmuir can be evaluated and defects corrected where necessary.
- B. Provide direction to Dunsmuir residents and officials in the evaluation of the seismic safety of proposed structures or of structures proposed for renovation.
- C. Identify the location and scope of seismic hazards and, within existing knowledge, determine the possible effects of seismic events.
- D. Develop an Emergency Plan to evaluate and respond to seismic events.

POLICIES



The Siskiyou County Seismic & Safety Element (1975) contains recommendations for protecting public health and safety.

State Law [Sec.65302 (b)] allows that "to the extent that a county's seismic safety element is sufficiently detailed containing appropriate policies and programs for adoption by a city, a city may adopt that portion of the county's seismic safety element that pertains to the city planning area within the county's jurisdiction".

The following policies are included in this element. Siskiyou County policies are noted with "(SCSSE)".

- A. Dissemination of Seismic Safety Information.
Geologic and structural hazard information relating to private development should be readily available. (SCSSE).

Implementation Measure

The City Manager and Building Inspector shall have available this Seismic Element and the supporting maps, data and studies for public inspection and interpretation.

- B. Dissemination of Seismic Emergency Information.
Emergency information available at the Office of Emergency Services should be more widely distributed. (SCSSE)

Implementation Measure

The City Council should develop, as part of Office of Emergency Services, a method to inform the public of Emergency Information. This should take place within the context of the Public Safety Element Implementation Measures.

C. Radio Communication Facilities

The radio communication capabilities should be evaluated both for the ability to withstand seismic damage and as to effectiveness as an area-wide communication network. (SCSSE)

Implementation Measure

The City Manager should evaluate the present communication system and recommend changes to that system



to ensure survivability at the planned seismic intensity.

D. Public Buildings

All public buildings should be reviewed for structural adequacy and the ability to survive a major earthquake. This is imperative for structures housing safety and rescue equipment and communications center buildings. Occupation of high risk buildings should be minimized whenever possible. (SCSSE)

Implementation Measure

City Manager should (with Building Inspector) review all public buildings in Dunsmuir (including Greyhound and Southern Pacific terminals) and report to the City Council, by 6/30/86, on their seismic adequacy. The report should contain a recommended schedule of improvements.

E. Geologic Hazard Management Areas.

The City should initiate a "GH", Geologic Hazard Zone in which all uses would require a use permit to assure acceptable development in a known hazard area. Hazard areas will be established by agencies capable of making geologic evaluations. (SCSSE)

Implementation Measure

City Manager should evaluate and make recommendations to the City Council by 6/30/86 on possible seismic or geological hazard zones.

F. Suitability of Building Codes.

Implementation Measure

City Manager, as part of 6/30/86 seismic report to the City Council, should review and recommend chanmges in City building codes, particularly as they pertain to renovation activities.

G. Emergency Response Plan

Implementation Measure

Dunsmuir, in cooperation with Siskiyou County, Cities of



Weed and Mt. Shasta, College of Siskiyous and U.S.F.S. should develop an Emergency Response Plan by 6/30/88 that contemplates both:

- a) the eruption of Mt. Shasta,
- b) the seismically caused failure of the Box Canyon Dam

The Emergency Response Plan should contemplate and provide for the timely and orderly evacuation of the City of Dunsmuir.

DESCRIPTION OF THE PLANNING AREA & SEISMIC HAZARDS

Dunsmuir sits at the 2300' level in the canyon of the Sacramento River. Dunsmuir is at the nexus of two great land forms in Northern California. The Klamath/Siskiyou mountain range (part of the Cascade-Sierra range) trends to the North, primarily West of Dunsmuir. The volcanic plateau (Modoc Plateau) begins with Mt. Shasta (14,000') just Northeast of Dunsmuir, and trends NE. These two land forms have experienced enormous tectonic movement over time, particularly in the Cenozoic geological period when the Modoc Plateau was formed. Figure 1 shows the basic land forms and their relationship. In very general terms, the volcanic uplifting of the Modoc plateau was caused by the long term collision of the Pacific Plate with the North American Plate. This caused a "subduction zone" where the Pacific Plate descends under the North American Plate with such vigor that molten rock, great heat and volcanoes were formed. These volcanoes are called the Cascade Range and they begin at Mt. Lassen (150 miles south of Dunsmuir) and go north through Mt. Shasta, up the coast to British Columbia.

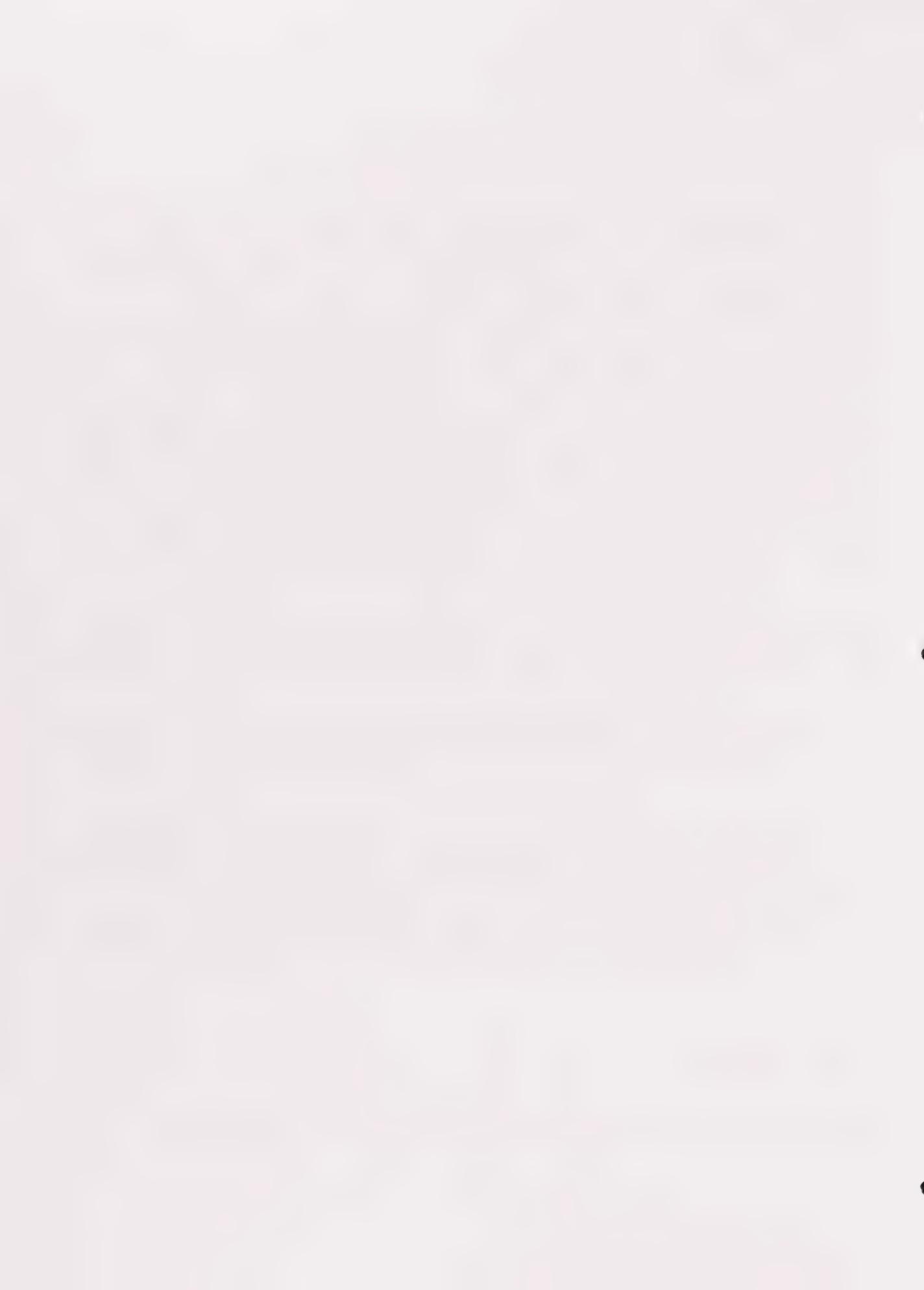
Local surface evidence of this volcanic activity is Mt. Shasta and the entire Modoc Plateau. This plateau rose in such volume that it offset the Klamath and Sierra mountain ranges by over 100 miles to the southeast of Dunsmuir.

Mt. Shasta itself is considered an active volcano, having erupted 8 times in the last 4500 years. The latest eruption may have been in 1786 and was observed over 100 miles away in the Pacific Ocean.

There are numerous faults near the city which present potential dangers in the form of ground shaking, landslides and subsidence, and possible collapse of the Box Canyon Dam eight miles north of Dunsmuir on the Sacramento River. An unnamed fault runs Southwest-Northeast from Cedar Lake and ends near the Box Canyon Dam. Another fault runs North-south beneath Mt. Shasta. Other faults run North-South on Soda Creek Ridge to the east of Dunsmuir.

SEISMIC HAZARDS

Figure 2 [1] shows the various faults in the vicinity of



Dunsmuir.

The College of the Siskiyous, in cooperation with U.S.G.S. has set up a series of 16 seismometers around Mt. Shasta to record the frequency and severity of seismic events near the mountain [2]. Similar methods were used to anticipate the Mt. St. Helens eruptive sequences in Washington State. These readings will be used to construct a three dimensional model of Mt. Shasta showing various volcanic and seismic phenomena.

The "great" earthquakes of California history have not resulted in a single death or injury in Northeast California insofar as official records reveal [3].

Sources familiar with earthquake history & projections recommend that "planning within the region should be based upon a maximum intensity of VIII (modified Mercali scale). Such earthquakes will not occur frequently." Those earthquakes can occur "anywhere in the region" (northeast California) but the hazard is "not great compared to the rest of California" nor is the hazard great -- "when compared with other natural hazards in the same region" [4].

Intensity VIII on the Modified Mercali Scale is defined as:

Damage slight in specially designed structures; considerable in ordinary, substantial buildings, with partial collapse; great in poorly built structures. Panel walls thrown out of frame structures. Fall of chimneys, factory stacks, columns, monuments, walls. Heavy furniture overturned. Sand and mud ejected in small amounts. Changes in well water. Persons driving motorcars disturbed. (VIII + IX) [5]

Planning for an earthquake of this scale leads to the implementation Measures suggested in this Seismic Element.

Since ground rupturing is not thought to be a serious concern, the questions of landslides and ground subsidence become the paramount planning concerns in Dunsmuir. Various locations in town have historically exhibited landslide propensities. These tendencies have become more profound with the construction of I-5 and its artificial drainages and highway cuts

Stability of soil during an earthquake is determined by three primary factors: (1) slope; (2) composition of soil; and (3) intensity of earthquake. The third will remain an unknown for the sake of evaluation soil stability. In our planning area we know or can easily obtain the slope of all soils, but we have very little detailed information about the soil composition [6].

Soils around Dunsmuir are classified as Boomer-Neuns-Mariposa Association, 15 - 50 percent slopes [7]. These are mountainous



upland soils that are primarily gravelly loams, with a substrata of metamorphosed and igneous rocks. These soils exhibit good natural drainage, moderate subsoil permeability, medium, to rapid runoff and have a moderate to high erosion potential.

Figure 3 locates known land slide areas in and around Dunsmuir. These are specific, recurring hazard areas and should be treated as such. in the proposed 6/30/86 Seismic Report to the City Council.

VOLCANIC HAZARDS

Mt. Shasta, an active volcano, is 12 miles Northeast of Dunsmuir. Figure 4 shows the expected extent of hazards stemming from an eruption of Mt. Shasta [8]. The primary hazard cited by U.S.G.S. in their definitive study "Potential Hazards From Future Eruptions (of) Mt. Shasta" is that the of clouds, mudflows and pyroclastic flows. The U.S.G.S. anticipates that flows reaching Dunsmuir would only be secondary in nature, but, as the map shows, Dunsmuir could very well be inundated in a major eruption.

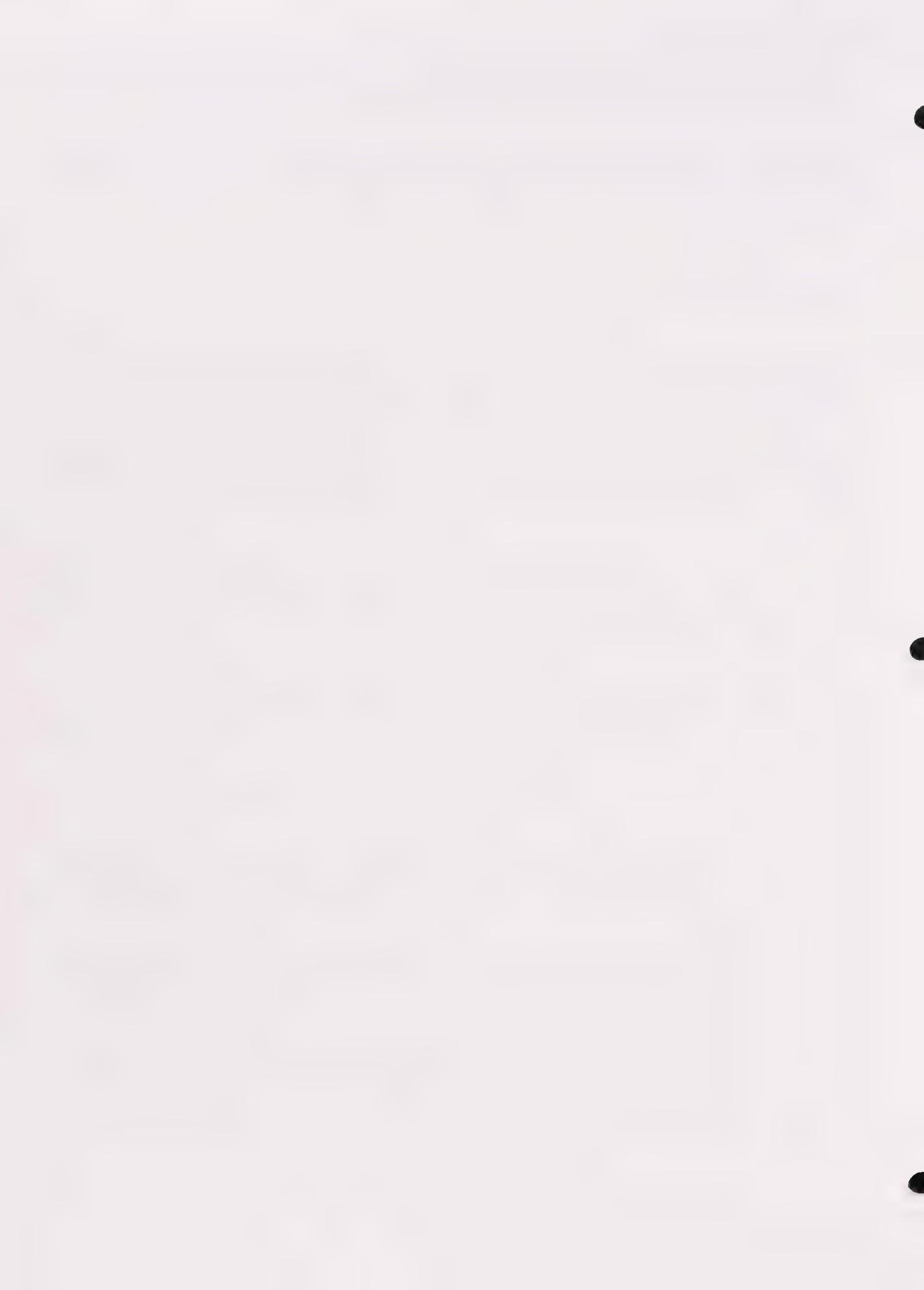
Mt. Shasta has erupted approximately eight times in the last 4500 years. The last eruption was apparently "200 radiocarbon years ago" and "may have been observed from the Pacific Ocean by LaPerouse in 1786" [9].

The growing experience with Cascade range volcanoes, with Mt. St. Helens (Washington - 1980 to present) and Mt. Lassen (California 1911 - 1920), suggests that eruptive episodes can and do occur in present time.

U.S.G.S. suggests a course of action when an eruption appears imminent:

If signs of an impending eruption appear, its effects on people and property may be minimized if certain contingency plans are put into effect in time. It is suggested that the following actions be taken as soon as possible if an eruption begins or seems imminent.

1. Notify local, State, and Federal authorities including County Sheriff Offices, State Police, State Division of Emergency Services, and District Ranger, U.S. Forest Service.
2. Inform the populace by suitable means about potential hazards that could be associated with an eruption, as well as areas of possible danger, and about official plans to deal with an eruption.
3. Put into effect official contingency plans to limit

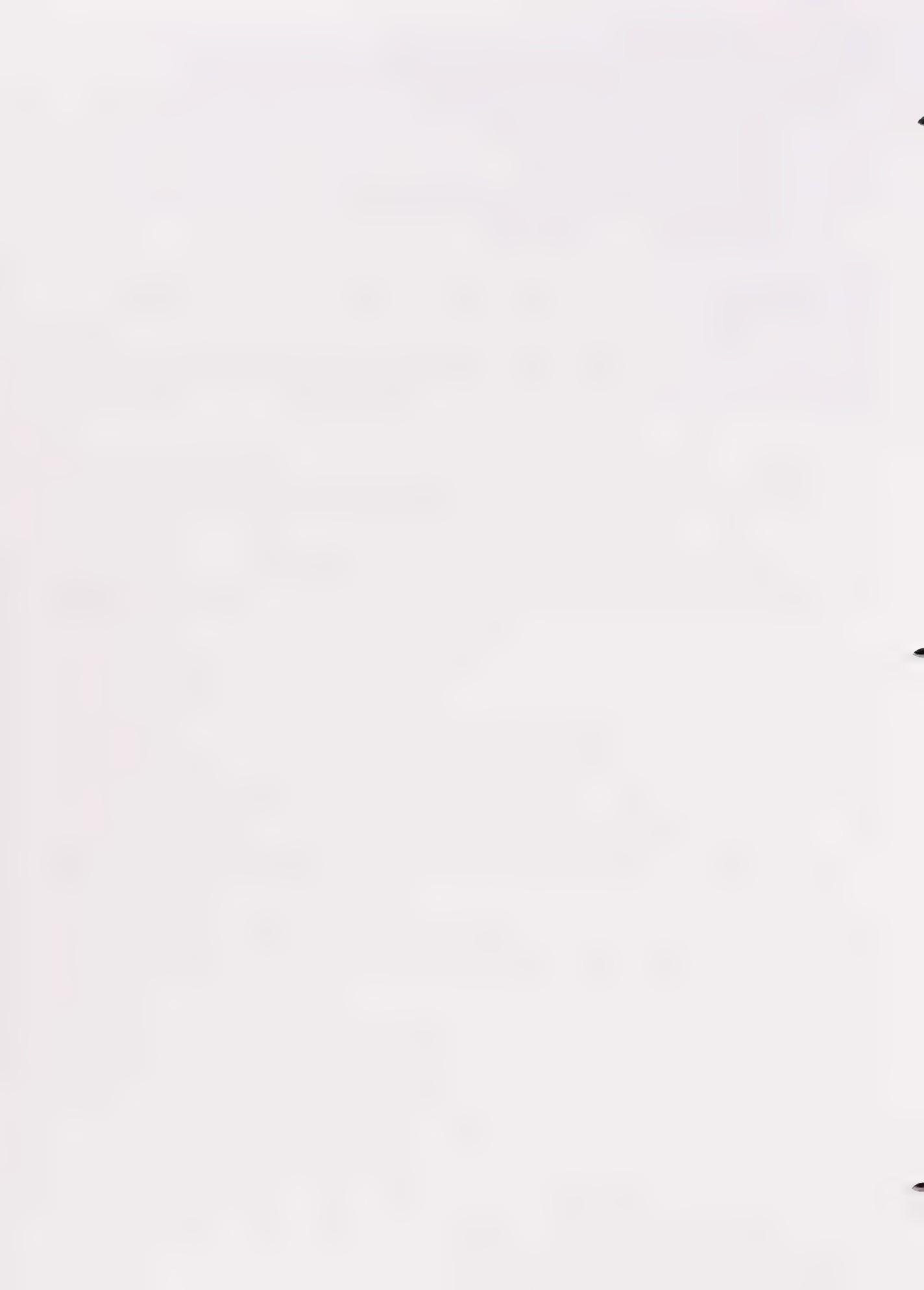


- access to and use of potentially hazardous areas as well as plans for possible evacuation of such areas.
4. Put into effect an emergency communication system that could be used to warn people in potentially hazardous areas of the likelihood of an eruption and to direct them to safe areas.
 5. Establish a volcano watch to observe the volcano from the ground and air on a regular basis and to monitor the volcano using various geophysical, and perhaps geochemical, techniques. [10]

Mud, ash and pyroclastic flows could also cause failure of the Box Canyon Dam (see previous Seismic Hazard Section & Public Safety Element.)

The eruption of Mt. Shasta, although not imminent, is a cause for long range planning. The Implementation Measures recognize this threat and suggest methods to mitigate the long term hazards within the capabilities of the City of Dunsmuir.

1. Figure 2 from "Weed Sheet", Geological Map of California, California Division of Mines and Geology, 1977
2. Communication -W George Dawson, COS, 3/22/84
3. "Earthquake Hazard in Northeast California" - Guyton & Scheel - CSU Chico
4. IBID
5. IBID
6. Mt. Shasta City Seismic Element
7. General Soil Map, Siskiyou County, USDA, SCS 1967
8. "Zones of Potential Hazard from Pyroclastic Flows & Associated Ash Clouds & Mud flows That May Result From Future Eruptions. . .(of) Mt. Shasta" - Bulletin 1503, Plate 3, U.S.G.S.
9. "Potential Hazards From Future Eruptions of Mt. Shasta, Bulletin 1503", U.S. Geological Survey p.41
10. IBID, p.42



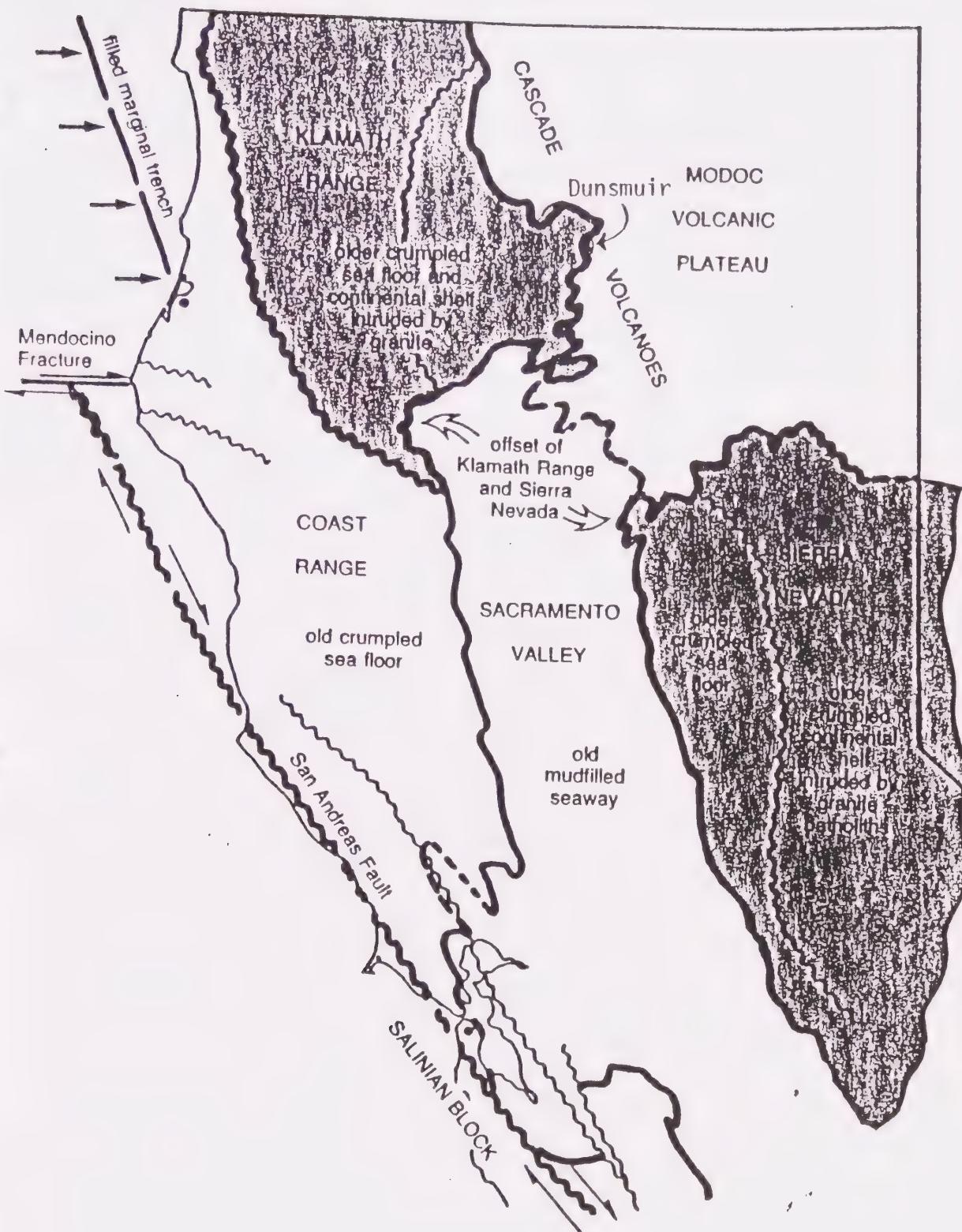


Figure 1

From "Roadside Geology of Northern California", Alt & Hyndman, Mtn. Press Publishing, Missoula, Montana, c.1975.

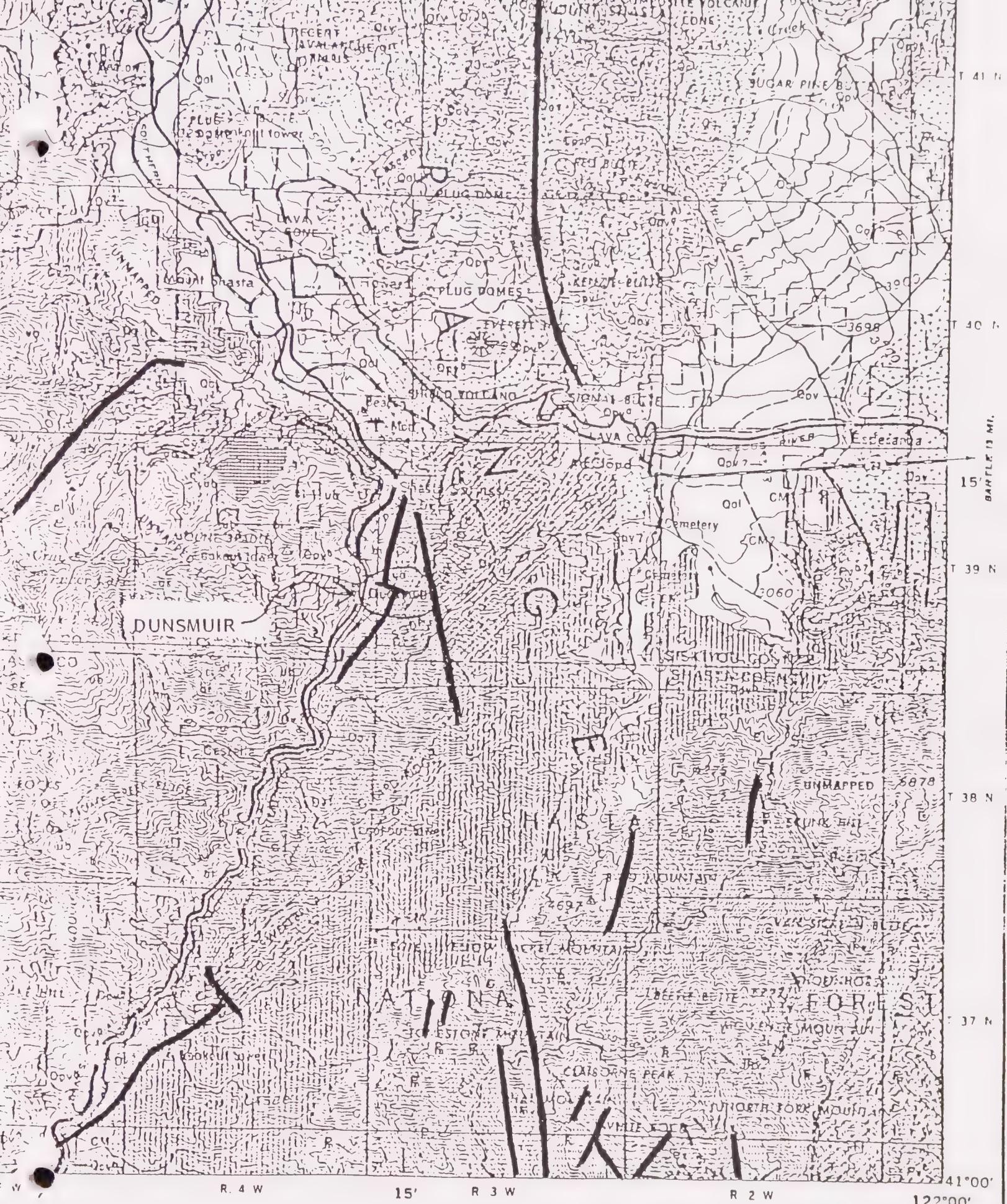
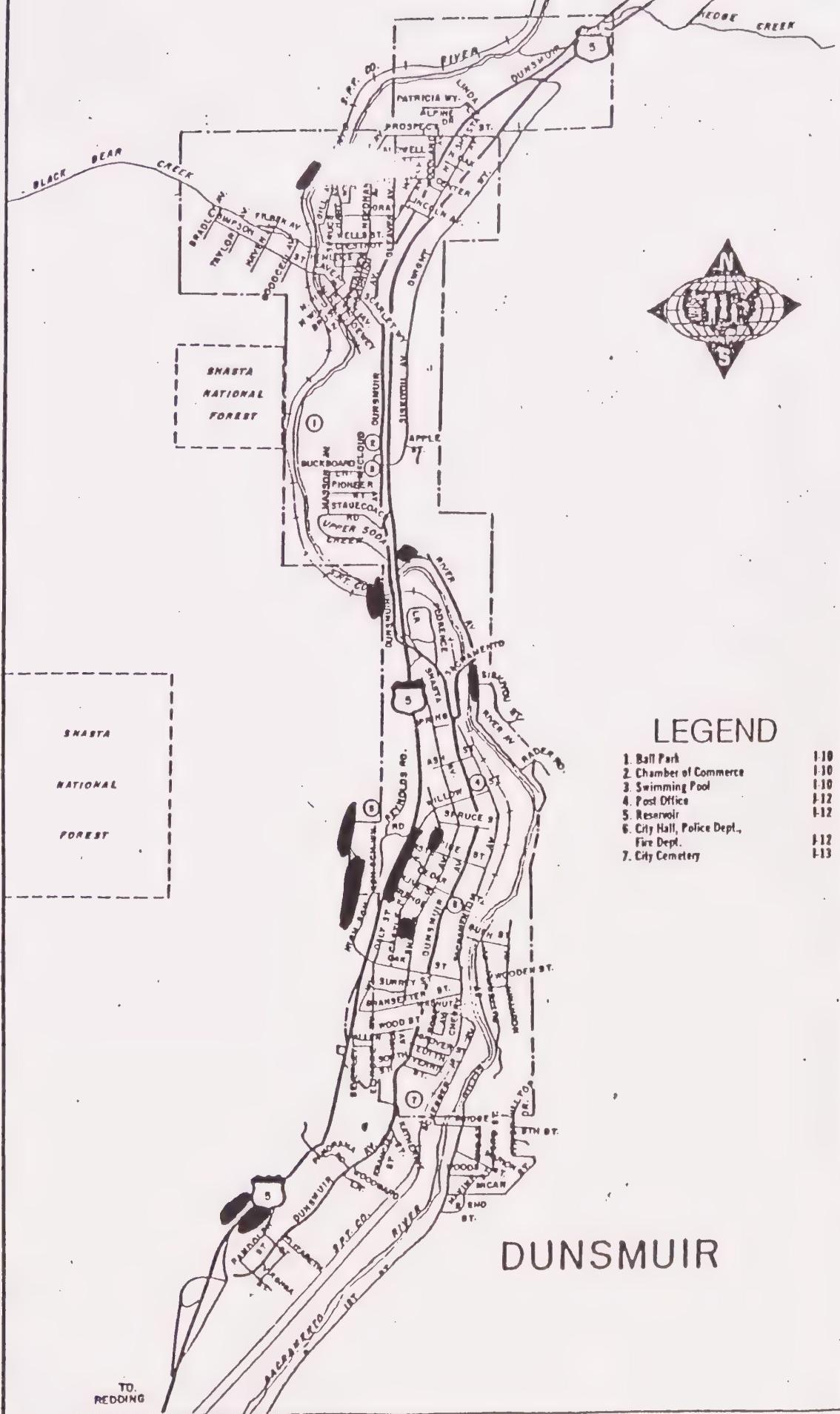


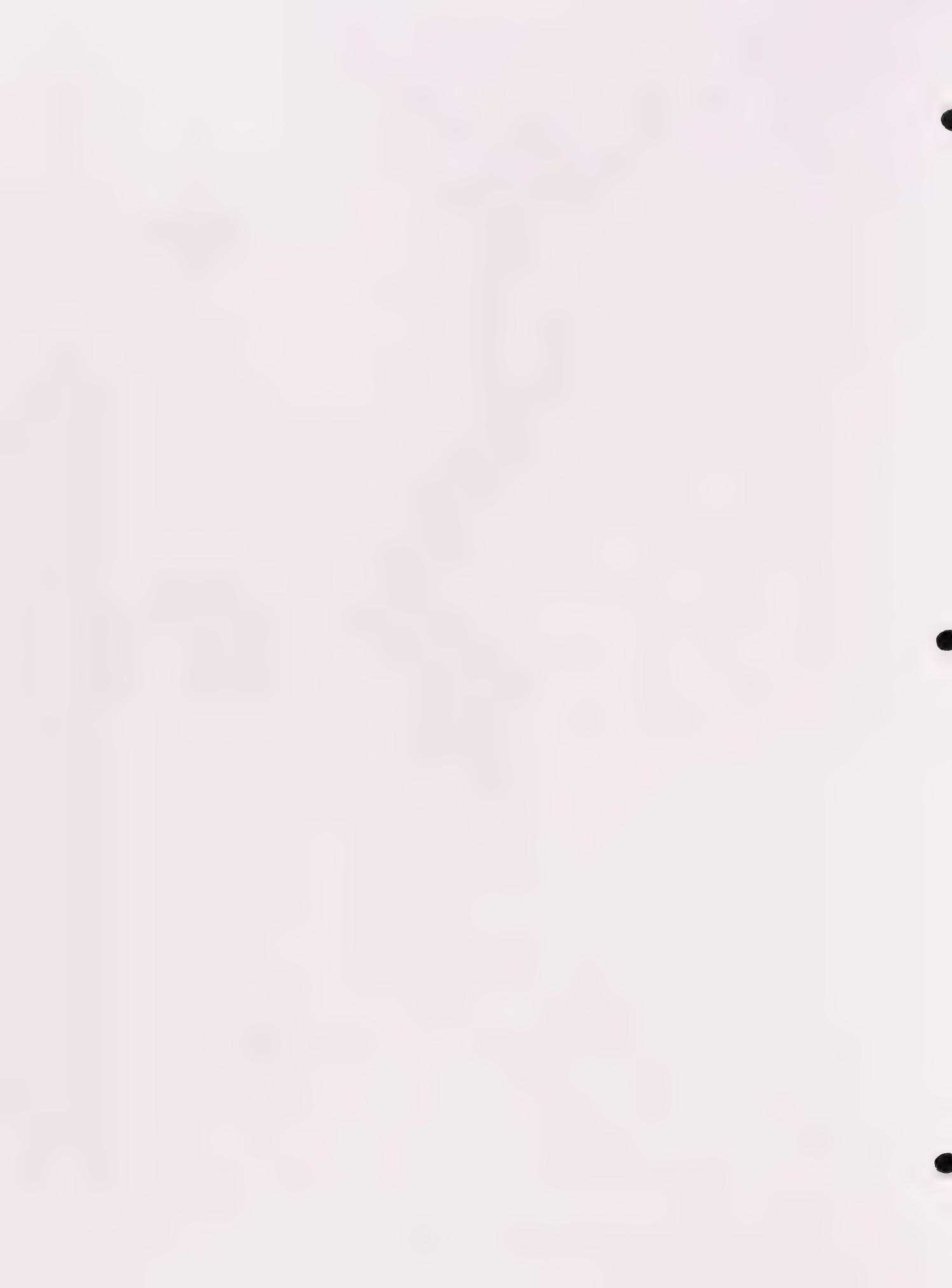
FIGURE 2-Seismic Faults Near Dunsmuir

Williams & Heintz Map Corporation, Washington 27, D.C.

INDEX TO GEOLOGIC MAPPING



Landslide Areas-----Figure 3



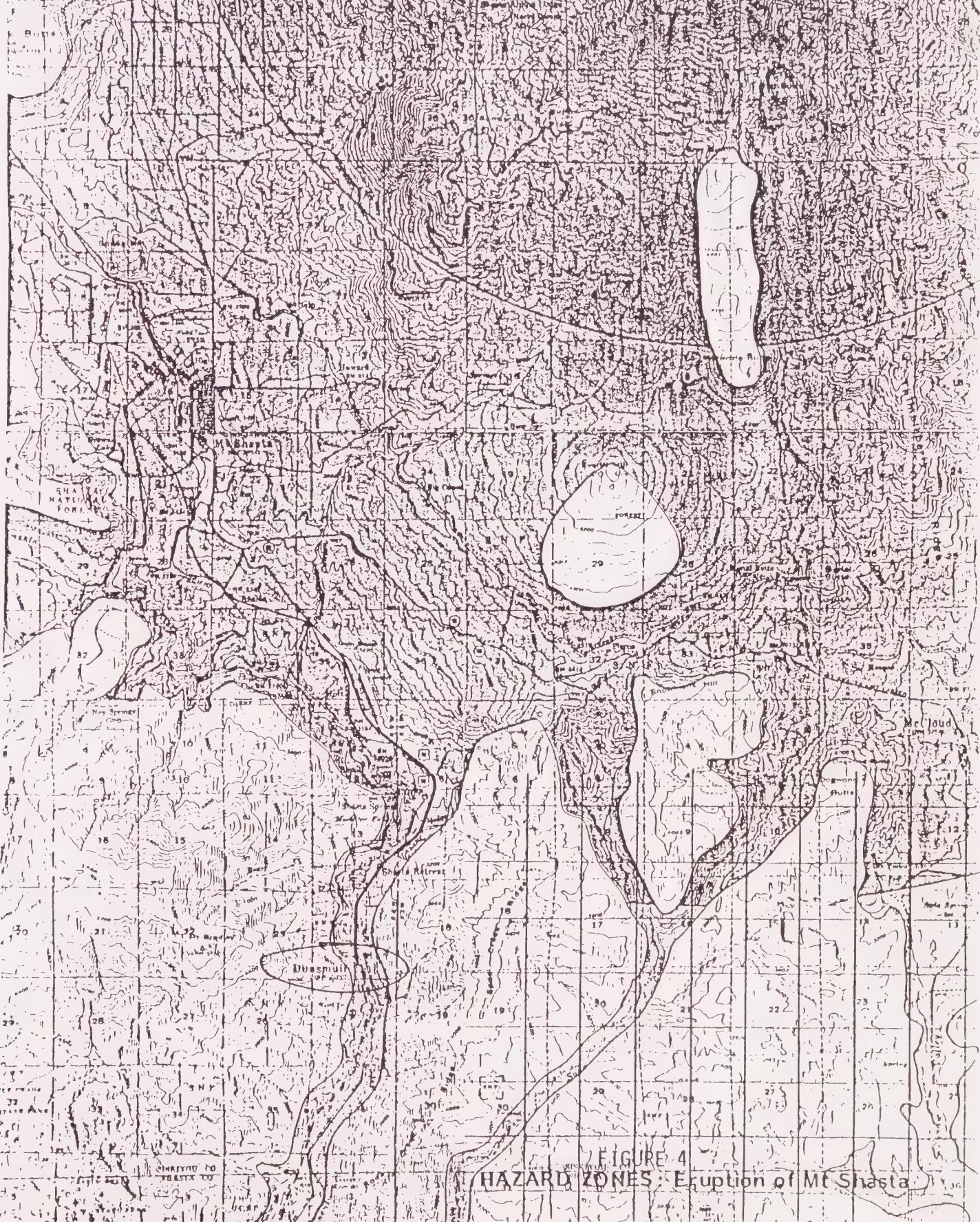
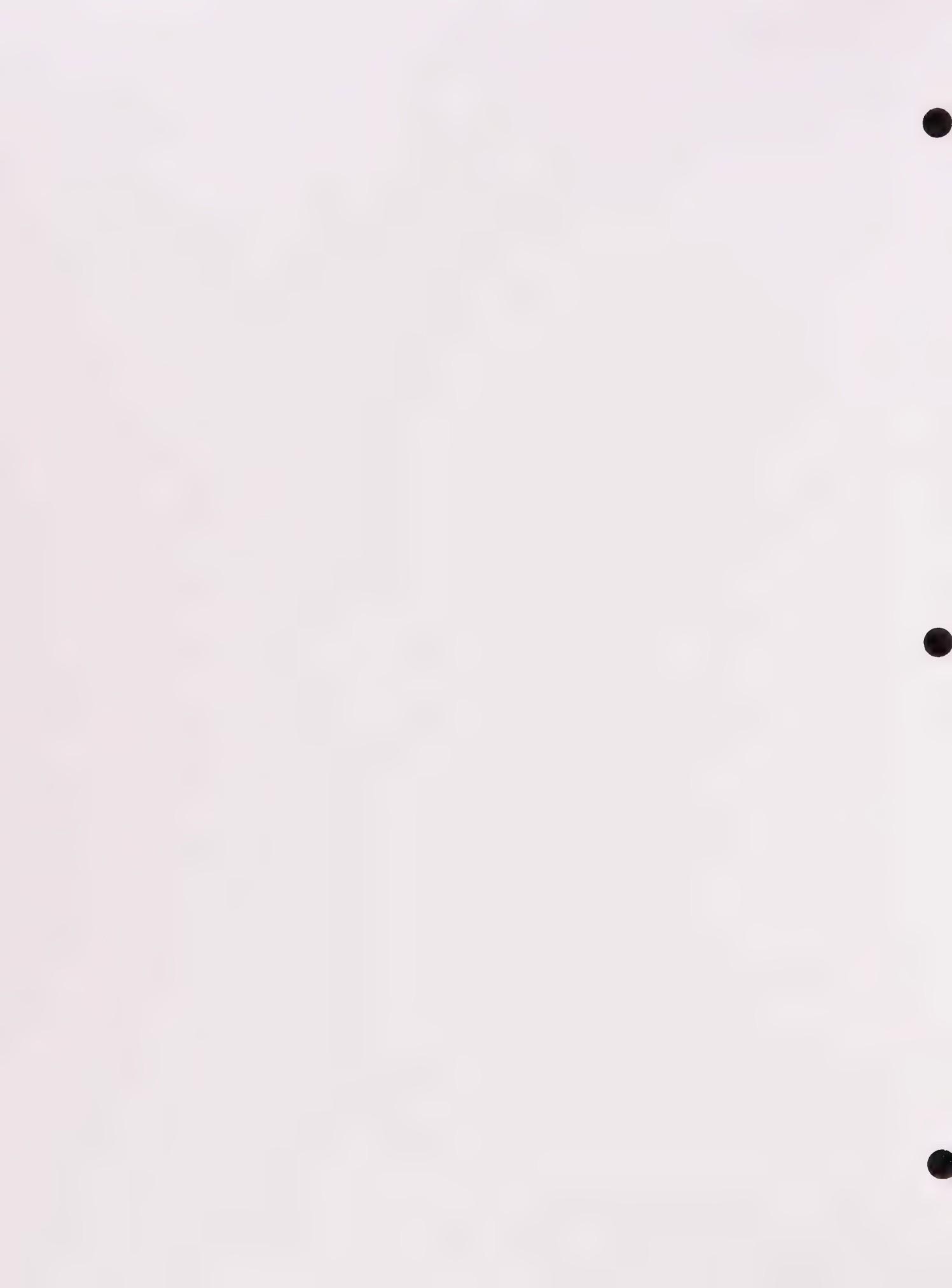
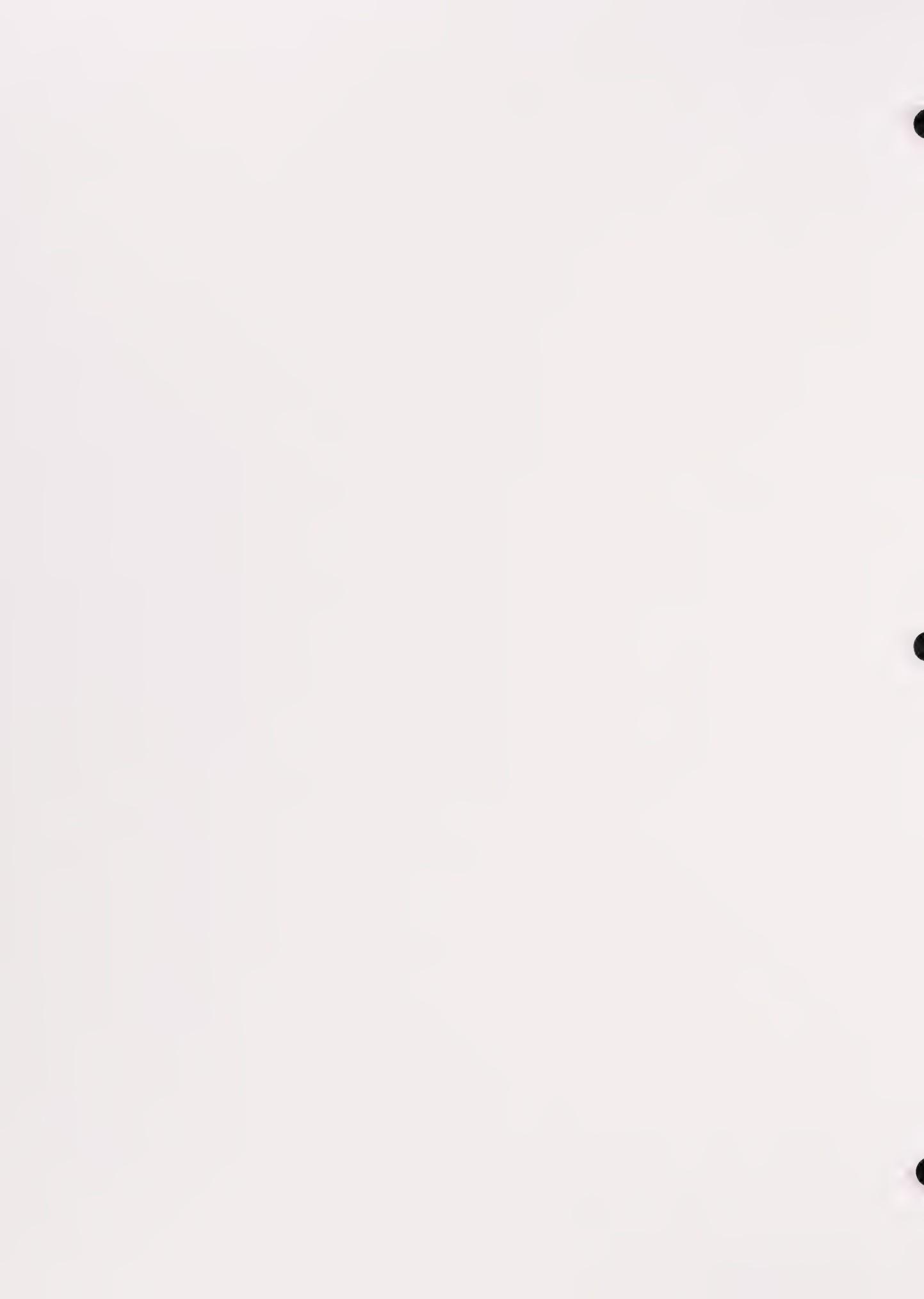


FIGURE 4
HAZARD ZONES: Eruption of Mt Shasta







NOISE ELEMENT

INTRODUCTION

The noise element should provide the basis for evaluating and controlling environmental noise and for the protection of Dunsmuir residents from excessive noise exposure.

PURPOSE

The purposes of the Noise Element are outlined as follows:

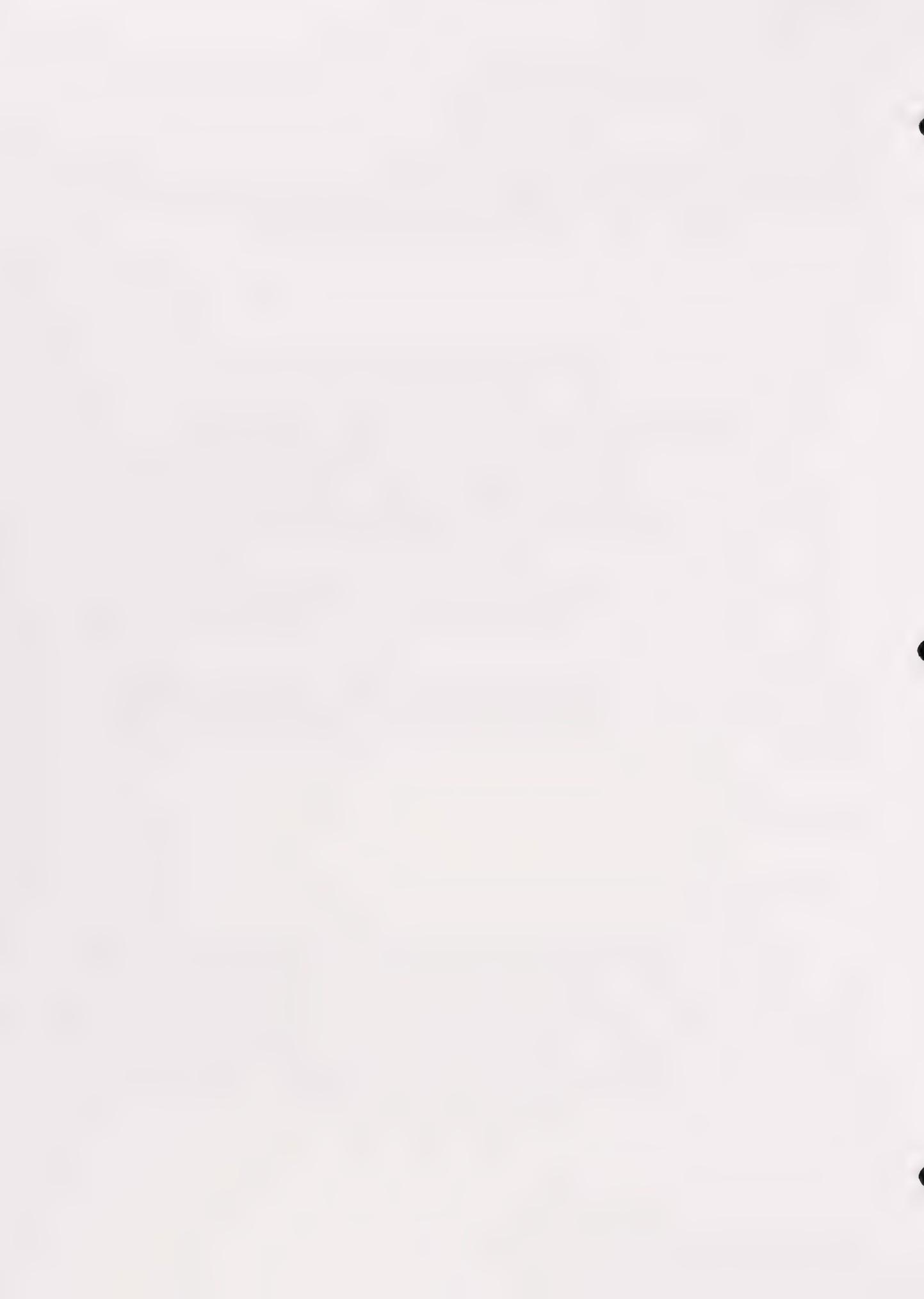
1. To provide sufficient information concerning the community noise environment so that noise may be seriously considered in the land use planning process. Noise level criteria are to be developed which would be usable in future planning, zoning, and building inspection processes that promote the maximum compatibility of land uses and generated noise.
2. To protect existing areas whose noise environments are determined to be acceptable, to predict the noise climate, and to determine the level of future monitoring and review.

Government Code Section 65302(G) as amended requires a noise element in all City and County general plans and is reproduced as an appendix to more accurately define the intent of the noise element.

GOALS

-PRIMARY GOAL

- A. The primary goal of this noise element is to identify existing and projected noise levels emitted from the various existing and planned land uses and transportation facilities in Dunsmuir. Based on these current and projected noise levels, a city land use policy identifies and allows future land use patterns of a type and intensity compatible with the current and projected noise sources. This element is intended to provide a sensitivity to the



noise impacts of existing and future land uses. It should provide a framework for development policy tuned to the noise emission potential of projects and the environment into which they are to be located.

-SECONDARY GOALS

- B. To protect the citizens of Dunsmuir from unhealthful noise sources.
- C. To provide the framework for the development of a Noise Ordinance.
- D. To understand & monitor noise level information as a continuing city function.

NOISE POLICIES

- A. It shall be a city function to monitor and update noise information.

Implementation Measure

The City Council should appoint a noise officer to monitor, at least on an annual basis, noise sources and their mitigation. The report should be made to the City Council. The City should purchase the necessary equipment.

- B. The City should adopt a Noise Ordinance

Implementation Measure

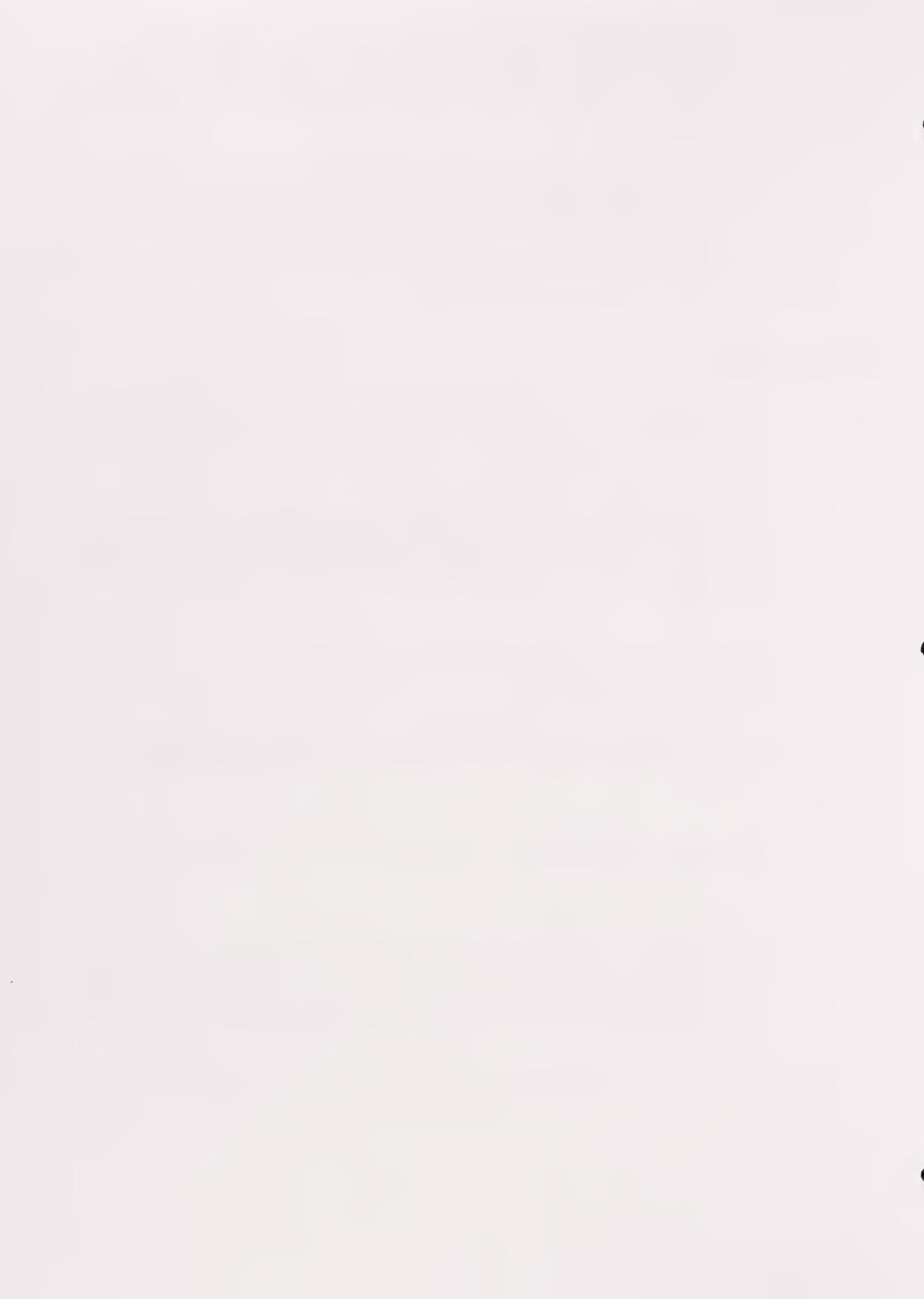
The City Council should adopt, after suitable public input, a Noise Ordinance (meeting State guidelines) by 12/31/86.

- C. The City should review building codes towards improving the Noise Environment.

Implementation Measure

City Council should mandate that the City Staff review the sufficiency of existing building codes, particularly for rehabilitation work in high noise areas, in light of Sec 1092 of Title 25 (Ca Administrative Code). Staff should recommend, by 6/30/86, any suggested revisions.

- D. City should work with the primary noise producers towards



possible mitigation measures.

Implementation Measure

City Council and Staff should negotiate on a continuing basis with the primary noise producers (Cal-Trans & Southern Pacific RR) to seek development of noise mitigation measures (e.g. noise screens at I-5, operational modifications at S.P., etc.). This consultation is especially critical in areas with high average db readings (i.e. Siskiyou Avenue including the Elementary School, the High School and properties at same grade with the railroad).



DESCRIPTION OF THE PLANNING AREA AND ITS NOISE RELATIONSHIPS

The area of study includes the entire incorporated area of Dunsmuir. The area of the City of Dunsmuir occupies approximately 1.23 square miles. With a population of 2253 or an average density of nearly 1707 persons per square mile, the indications are that the City of Dunsmuir should be rural, tranquil and relatively quiet.

However, the attractiveness of Dunsmuir's remoteness, open character and natural resources, which normally are associated with an absence of noise, have in some respects contributed to produce more noise. Dunsmuir has become a haven for recreation seekers; it geographically lies along the main North-South transportation corridor between the Pacific Northwest and Central California. The effect of freeway noise along Interstate 5 is very evident. Diesel trucks on steep gradients in the vicinity of Dunsmuir produce certain noise. The narrow canyon creates an amplification effect as indicated from noise contours developed by California Department of Transportation

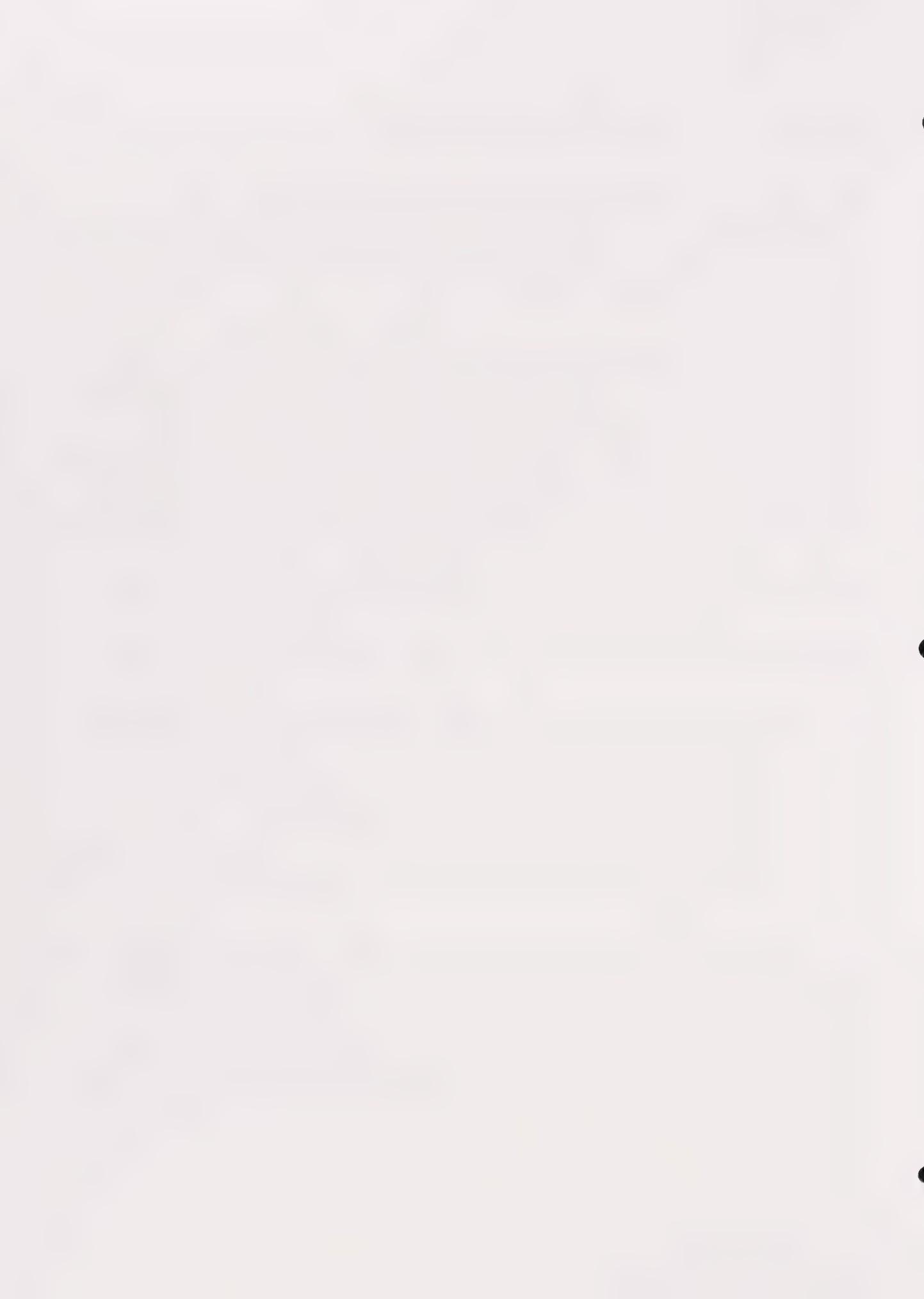
The Southern Pacific Railroad's main rail line passes through Dunsmuir with approximately 18 trains per day

Mott Airport (VFR) is located 2 miles north of Dunsmuir city limits.

The sources of environmental noise considered in this analysis shall include, but are not limited to the following:

1. Highways and freeways
2. Primary arterials and major local streets.
3. Passenger and freight railraod operations.
4. General aviation, aircraft overflights.
5. Local industrial plants.
6. Other ground stationary noise sources identified by local agencies as contributing to the community noise environment.

The noise exposure information is presented in terms of noise contours expressed in Community Noise Equivalent Level (CNEL) or Day-Night Average (Ldn). CNEL means the average equivalent a-weighted sound level during a 24-hour day, obtained after addition of five decibels to sound levels in the evening from 7 p.m. to 10 p.m., Ldn means the average equivalent a-weighted sound level during a 24-hour day, obtained after addition of 10 decibels to sound levels in the night before 7 a.m. and after 10 p.m..



EFFECTS OF NOISE ON PEOPLE

Quietness has to be considered as one of Dunsmuir's important resources. The City is known for its open fishing streams, forest and outdoor environment which are enjoyed largely in solitude; that is the open spaces are synonymous with an absence of noise in order to be appreciated. Many of the new residents and visitors come to escape the effects of urbanism which include distractions such as noise.

Noise has been defined as unwanted and unhealthy sound. There is a certain amount of background noise which is tolerable within the community. This is the result of human activities (e.g. traffic, other people's conversation, air conditioning, other machinery and other activities). This average background noise becomes intrusive somewhere in the upper 50 decible range. It is the intrusive noise with which the Noise Element is particularly concerned, although gradual increases in ambient noise resulting from urban development are also of some concern.

In recent years it has been increasingly recognized that excessive noise levels can have adverse effects on people, both in terms of their physical and mental health and in terms of the enjoyment of their environment at work or leisure. Some of these effects are difficult to measure, in part because individuals vary so widely in their sensitivity to noise. Nonetheless, these effects are very real and significant.

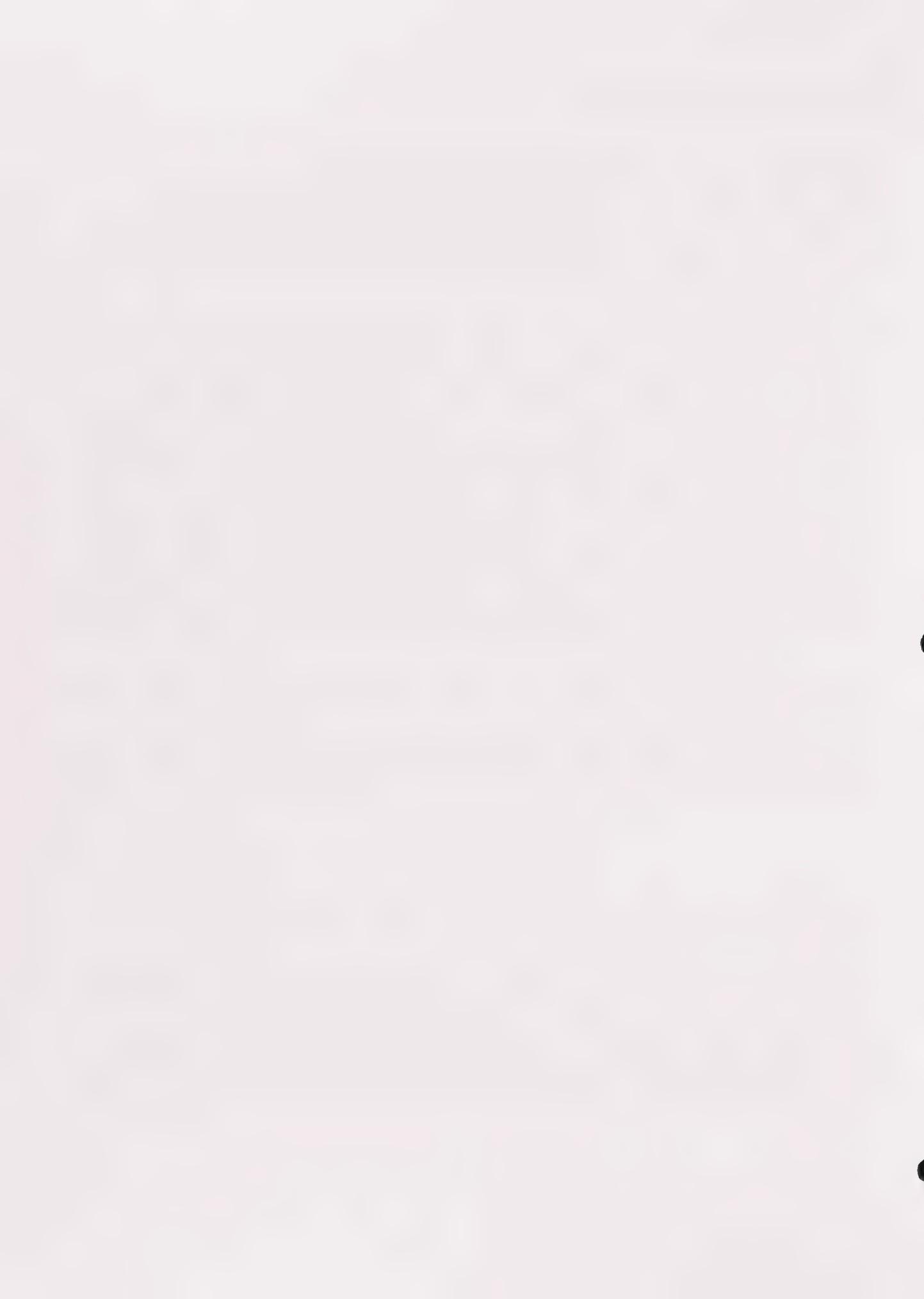
A mobile home may be less resistant to exterior sound effect than conventional construction.

Minor complaints have been received by the Dunsmuir Police Department on excessive barking by dogs and the use of radios and tape players.

RAILROADS

Southern Pacific Railroad was the catalyst for Dunsmuir's existence.

Noise is produced by the trains. One of the major industries in Dunsmuir is rail transportation. The Southern Pacific Railroad traverses a steep gradient in the Sacramento River canyon. Trains frequently require helper engines to ascend the grade to Weed. The added engines produce increased noise. A factor in the noise effect of train operations is the necessary continuance of daily operations into the evening and night-time hours,



especially during the winter when idling diesels are not shut down due to the cold temperatures.

It is extremely difficult to forecast the future of railroad noise impacts since forecasts from private operations are difficult to determine. Operations are not expanding. However, with a possible greater emphasis on fixed-rail operation in terms of energy efficiency, this picture could change. This possibility could have deleterious effects in producing greater noise unless technology and governmental controls combined to produce quieter operation. It is recommended that the adopted noise element be re-evaluated with any shift in bulk transportation modes arising from new energy policies, programs and changing technology. The proposed merger between Southern Pacific & Santa Fe could cause a change in operations and this should be monitored.

Railroad noise at the equivalent daily operational level (average throughout the 24-hour day) of 60 dB (A) (Ldn) or greater exposes virtually the entire population of 2253 residents within Dunsmuir. Some areas are obviously affected by railroad noise considerable more than others. The south Dunsmuir area for example, is almost entirely subjected to high railroad noise exposure. This is an obvious result from the competition for available, buildable land area when the supply is severely limited by topography. Regional needs for transportation compete with local land use demands.

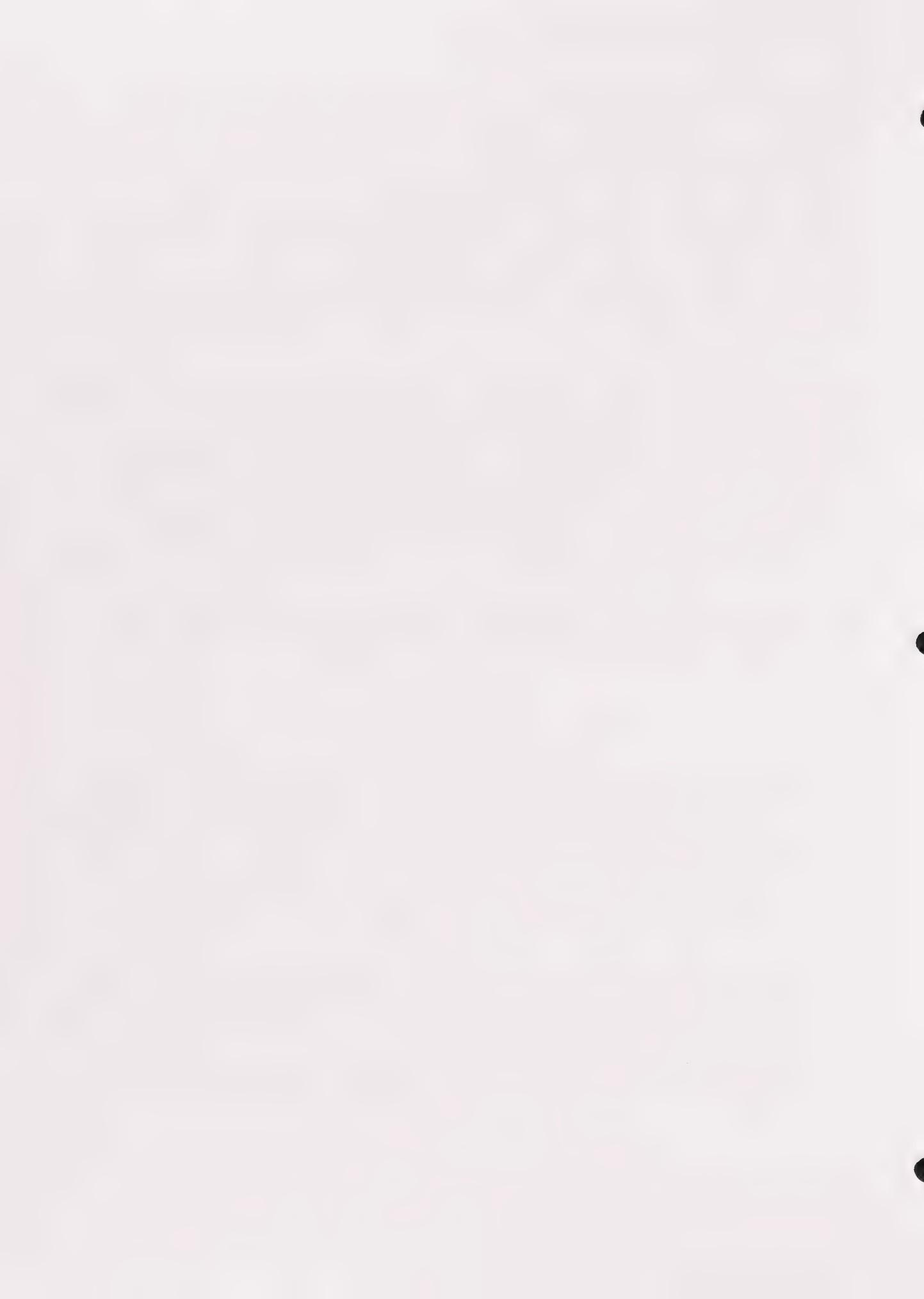
New Southern Pacific Regulations (see "Excerpt from S.P. Regulations" attached) concerning idling operations may, over time, serve to mitigate some noise problems.

INTERSTATE 5

The highway is the major North-South arterial on the West Coast. Dunsmuir is at the base of a 1200 foot incline in a nine mile stretch south from Mt. Shasta City. The final two miles of this incline are especially precipitous. The highway is elevated approximately 40' above the town in South Dunsmuir. I-5 is at grade with Dunsmuir at the Sacramento River Bridge. North of said bridge, the town is above the highway to the East and generally below the highway to the West.

The consequences of this topographical environment are:

- Where I-5 is at the same grade as Dunsmuir (near and north of the Sacramento River Bridge) the db levels are consistently higher than elsewhere in the City. (71.2 60s Leg vs. citywide average of 61.7).
- The fact that Dunsmuir is in a canyon leads to the perception that noise is amplified in specific areas. This



perception (amplification) is not reflected in the noise readings. A control reading at I-5 in Mt. Shasta, out of the canyon, showed the same db readings as the Dunsmuir downgrade.

The noise problems are particularly evident, however, for the housing units located between I-5 and the railroad. The population represented is subject to both of these noise sources at 60 Db (A) or greater.

MOTT AIRPORT

Aircraft operations generally do not cause noise problems in Dunsmuir.

The Mott Airport, owned and operated by the City of Dunsmuir, is located at the northern extremity of the City above the Sacramento River valley, approximately 3.5 miles south of Mt. Shasta City. While it is located in an urbanizing area, the existing and projected 65 Db(A) (CNEL) noise contours do not affect existing residences. Projected 1993 contours would have minimal noise impact, unless regular landing touchdowns occurred at or near the end of the extended runway.

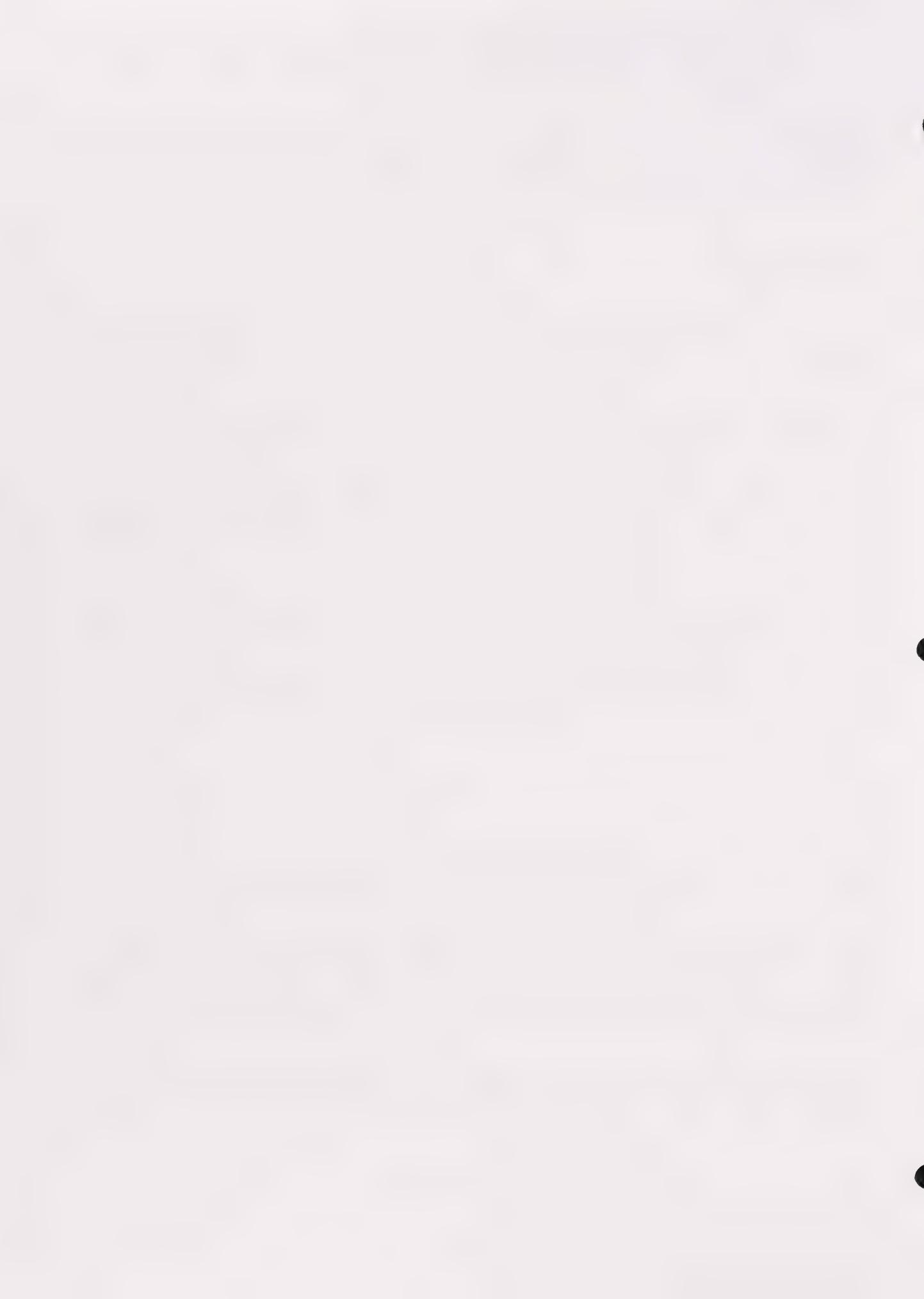
Total airport usage may increase at a rate up to five times normal population growth. This will be reflected partly in the use of single-engined private aircraft by local residents. This assumes an increased income and professional level as a significant component of the growth factor. More people will also use airplanes for access to Siskiyou County's recreational resources.

TEST RESULTS

There were 11 test points used in the accumulation of data numbered "A" - "K" on the enclosed map of Dunsmuir.

"A" is the Abner Weed grave in the cemetery at the south end of town (Vernie St.) This site was chosen as representative of a quiet area with which to compare other areas. The average noise level at this location was 54.7 on the 60s Leg scale of the integrating sound level meter provided by the State of California for these study.

"B" is on the north end of McLaughlin's Grocery store on the sidewalk (Dunsmuir and Wood) the average day-nite readings were



64.6.

"C" is at the sidewalk in front of the fountain in the downtown area (Dunsmuir and Cedar). The noise level averaged 62.1.

"D" is on the second step of the Catholic church facing the intersection (Spruce & Shasta). The level of sound there averaged 55.9.

"E" in North Dunsmuir at the front of the steam engine facing the freeway, (Dunsmuir and Buckboard), produced an average level 66.3.

"F" is in the City Park at the south west corner of the big blue slide in the playground area (Dunsmuir and Buckboard). The average sound level was 57.2.

"G" is near the corner of Isgrigg and Holly under the telephone pole with the fire siren on it. The test included one siren blown at noontime. It came to an average of 61.1.

"H" is located at the House of Glass Motel at the swimming pool facing the freeway, (Siskiyou Ave). The average noise level was 71.2.

"I" is a private residence on Gill St., just above both the railroad (base of hill) and the river. The noise level at this point is 69.5.

"J" is on Siskiyou Avenue below the Elementary School, ten feet above I-5. The average noise level at this point is 75.

"K" is the Willow Street below the High School, fifteen feet above I-5 grade. The average noise level is at 76.

The average of the test and the representative noise level in the City of Dunsmuir is 64.8.

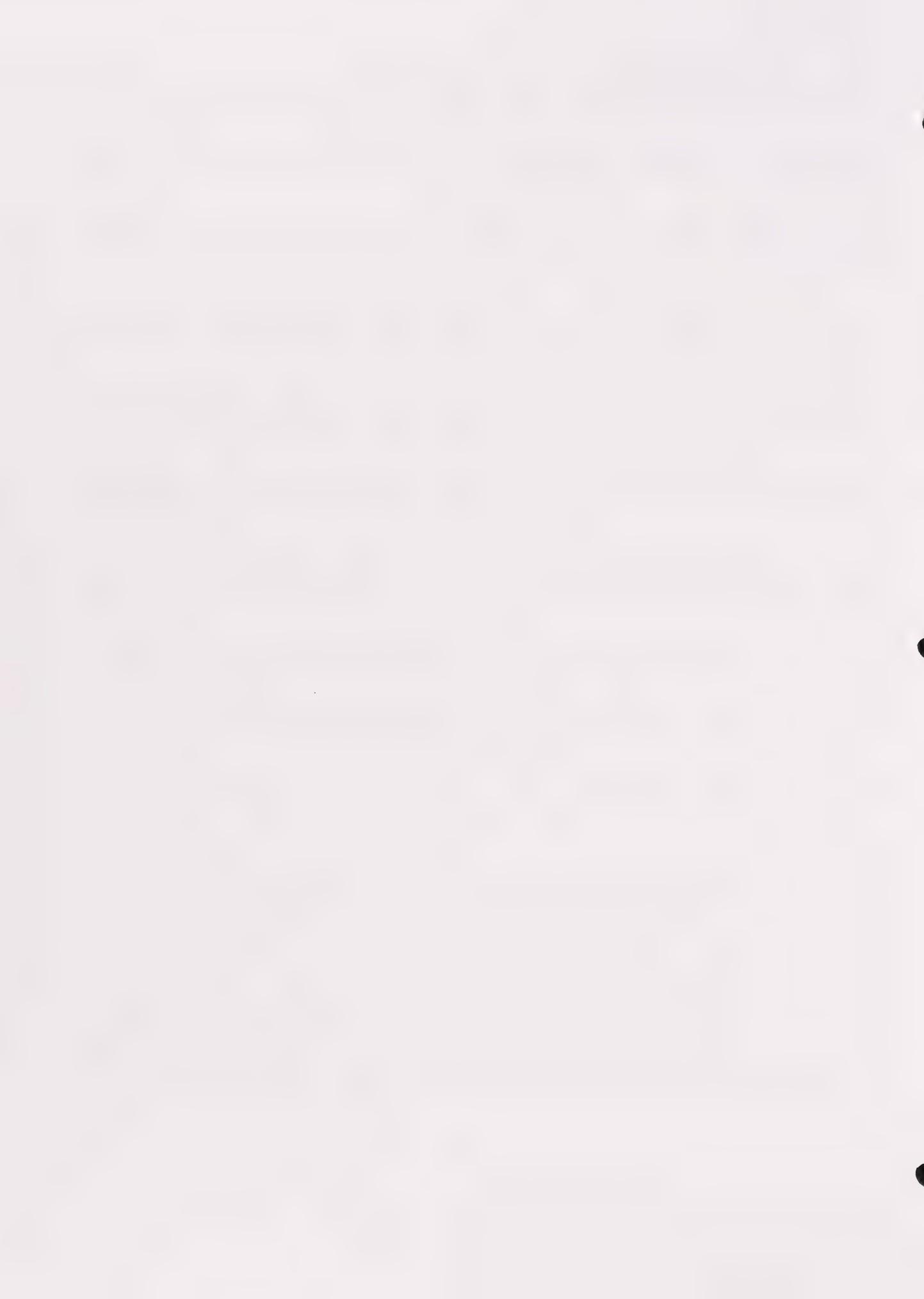
There are noisier and quieter areas outside the above areas as follows:

A Southern Pacific train blowing a whistle at a railraod crossing at street level produces a sound level averaging 100. The sound of the fire sirene at the corner of Isgrigg and Holly streets has the same sound level of 100.

The Dunsmuir Police Department provided a siren test at 25 feet with a police car that produced a sound level of 90 and at 100 yards a sound level of 80.

At the Southern Pacific depot a train coming downhill from Mt. Shasta stopping at the depot came in at a sound level of 84.

The sound produced by 5 idling units and a separate incident of a single unit traveling downhill without a load came to a reading of 75.

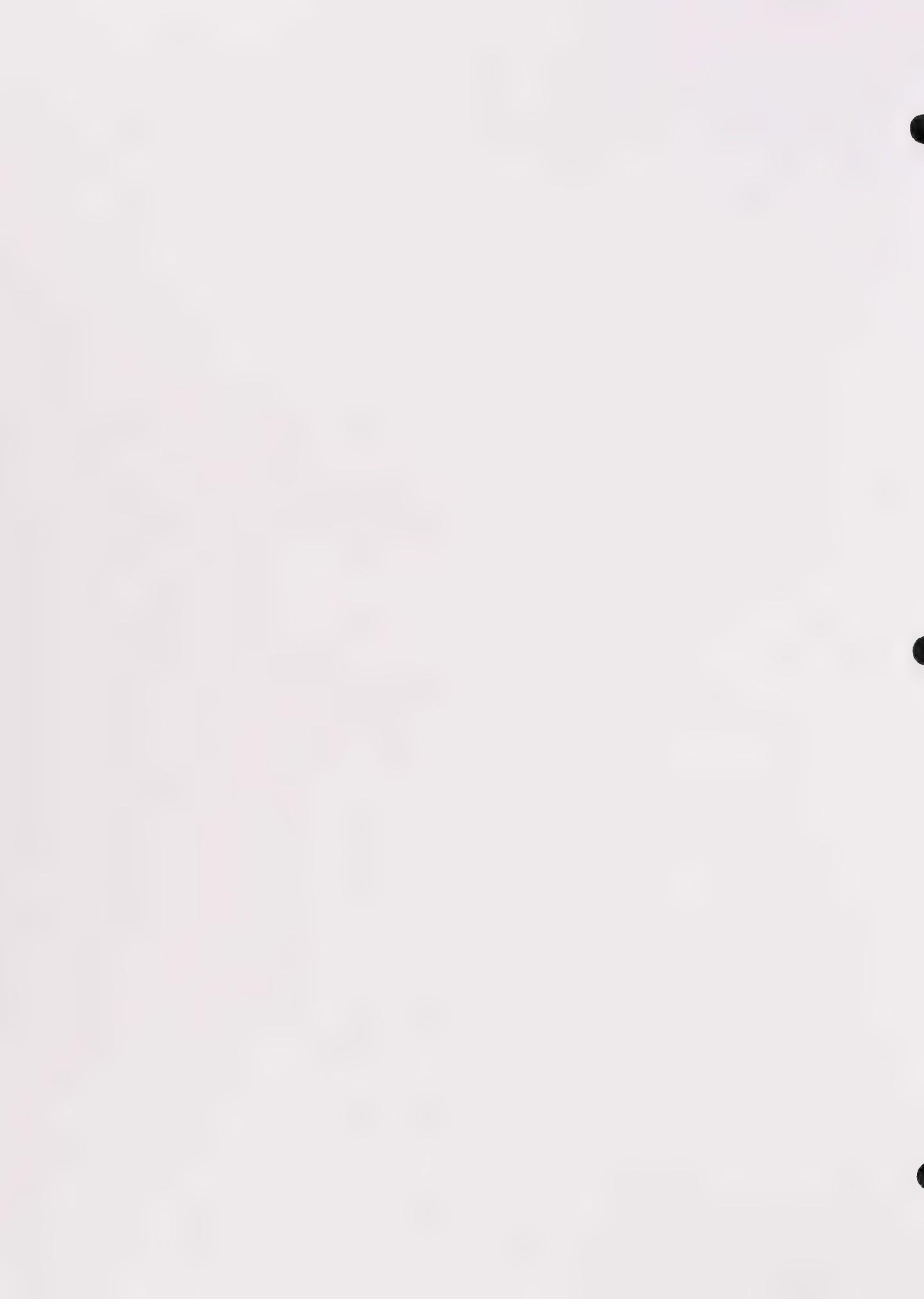


An interesting observation was in the downtown area around the fountain; the daytime noise level is not as loud as the early evening noise. Daytime traffic consists mostly of shoppers. Early evening consists of an assortment of noise producers such as loud motor vehicles having their loudness shown off by the drivers and people shouting on sidewalks and laughing abnormally loud. The loud people were observed entering and exiting the local bars. Radio and tape players add significantly to the noise level.

CONTOUR MAP

Noise Element law requires development of a 60 DB contour map. Due to the topography, and the unusual layout of the City of Dunsmuir within the topography, with the Southern Pacific Railraod producing excessive noise from below most of the City and Interstate 5 producing excessive noise from above most of the City, a countour map is almost impossible to construct (allowing for amplification within the canyon and placement of trees, buildings and such that affect the sound levels).

Such a map is not presented.



APPENDIX

NOISE ELEMENT LAWS

A noise element which shall recognize guidelines adopted by the Office of Noise Control pursuant to Section 39850.1 of the Health and Safety Code, and which quantifies the community noise environment in terms of noise exposure contours for both near and long-term levels of growth and traffic activity. Such noise exposure information shall become a guideline for use in development of the land use element to achieve noise compatible land use and also to provide baseline levels and noise source identification for local noise ordinance enforcement.

The State, local, or private agency responsible for the construction, maintenance, or operation of those transportation, industrial or other commercial facilities specified in paragraph 2 of this subdivision shall provide to the local agency producing the General Plan, specific data relating to current and projected levels of activity and detailed methodology for the development of noise contours given this supplied data, or they shall provide noise contours as specified in the foregoing statements.

It shall be the responsibility of the local agency preparing the General Plan to specify the manner in which the Noise Element will be integrated into the City or County's zoning plan and tied to the land use and circulation elements and to the local noise ordinance. The Noise Element, once adopted, shall also become the guideline for determining compliance with the State's noise insulation standards, as contained in Section 1092 of Title 25 of the California Administrative Code.

The Dunsmuir Noise Element must be consistent with other elements contained in the General Plan. One of the most important areas of compatibility is the relationship between the land use and circulation elements and the Noise Element because of the noise effect of various land use activities. The proposed land use element to the General Plan uses a system of development opportunity maps identifying those areas where various projects may locate with respect to the natural, physical carrying capacity of the land.

In planning for a community's noise climate, two considerations are important. Because of existing noise sources which are essentially fixed (such as freeways, major roadways and airports), certain areas may be unsuitable for some types of land use. It is therefore desirable to establish criteria for determining acceptable land uses for a given site with respect to noise compatibility. Limits must also be placed on the noise emissions of individual sources and land uses to insure that



noise levels within any given land use remain within some determined level.

The Occupational Safety and Health Administration (OSHA) and EPA have jurisdiction over occupational noise; OSHA allows a maximum L_{eq} of 90 Db(a) for an eight hour day. In view of the fact that these agencies are still debating the question of adequate occupational noise levels, and since OSHA has enforcement authority over these levels, it is recommended that the City of Dunsmuir defer to the Federal authorities for consideration of occupational noise produced indoors.

DEFINITIONS

Decibel, dB:

A unit for describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micropascals (20 micronewtons per square meter).

A-Weighted Sound Level:

The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the response of the human ear and gives good correlation with subjective reactions to noise.

L_{10} :

The A-weighted sound level exceeded 10 percent of the sample time. Similarly, L_{50} , L_{90} , L_{gg} , etc.

Equivalent Energy Level, L_{eq} :

The sound level corresponding to a steady state sound level containing the same total energy as a time varying signal over a given sample period. L_{eq} is typically computed over 1, 8, and 24 hour sample periods.

CNEL:

Community Noise Equivalent Level. The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of five decibels to sound levels in the evening from 7 p.m. to 10 p.m. and after addition of 10 decibels to sound levels in the night before 7 a.m. and after 10 p.m.

L_{dn} :

Day-Night Average Level. The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of 10 decibels to sound levels in the night before 7 a.m. and after 10 p.m.

NOTE: CNEL and L_{dn} represent daily levels of noise exposure averaged on an annual basis, while L_{eq} represents the equivalent energy noise exposure for a shorter time period, typically one hour.

Noise Exposure Contours:

Lines drawn about a noise source indicating constant energy levels of noise exposure. CNEL and L_{dn} are the metrics utilized herein to describe community exposure to noise.

Ambient Noise Level:

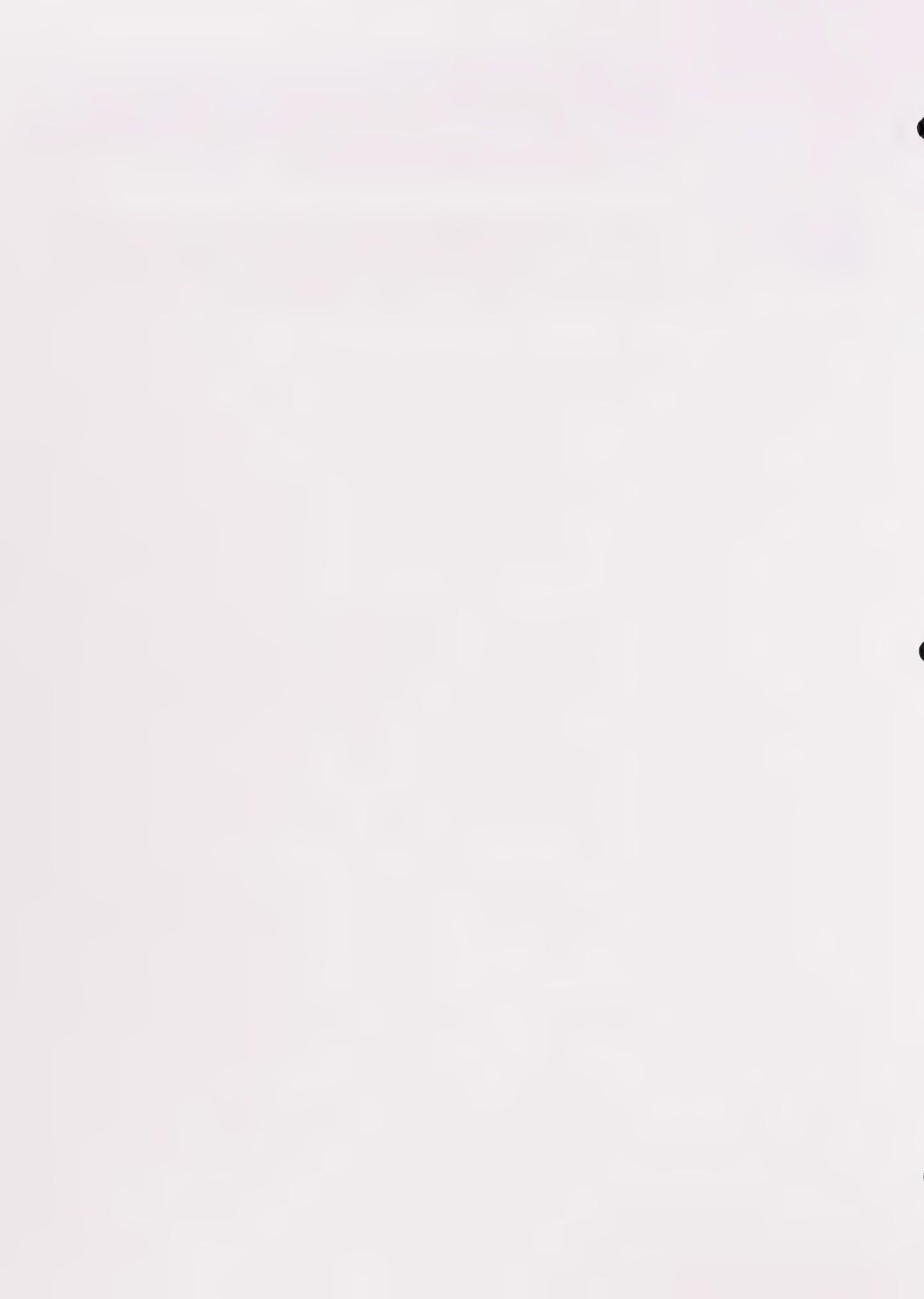
The composite of noise from all sources near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

Intrusive
Noise:

That noise which intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, and frequency and time of occurrence, and tonal or informational content as well as the prevailing ambient noise level.

Equal
Noisiness
Zones:

Defined areas or regions of a community wherein the ambient noise levels are generally similar (within a range of 5 dB). Typically, all sites within any given noise source will be of comparable proximity to major noise sources.



3. Frequent observation of trailing locomotives to insure wheels are rotating freely must be conducted by crew members as wheel slip protection is not provided whenever trailing locomotives are isolated or shut down.

D. Trains Terminating.

1. Freight locomotives arriving at terminal where train is to terminate, or power to be changed, must have engines of all except one locomotive shut down immediately (if temperature permits — see Paragraph F) after stopping on receiving track, or completing doubleover and engine consist is clear of main and all lead tracks. Upon arrival at the maintenance facility, the remaining locomotive must be shut down. Member of engine crew will shut down engines and record time on Form CS-2326 (Work Report) when locomotive is shut down.

Exception: Locomotive(s) will NOT be shut down IF the engine crew is relieved on board the locomotive by another engine crew, by a hostler or by a member of the Mechanical forces.

E. At Other Points.

1. Engine crew will shut down all locomotive(s) in their charge at end of tour of duty (if temperature permits — see Paragraph F) and record time each locomotive was shut down on Form CS-2326 (Work Report) unless it is positively known that the locomotive(s) will be used by a relieving crew within one hour.
2. When it is known that there will be no immediate use of a locomotive (except locomotive assigned to passenger service), it will be shut down (if temperature permits — see Paragraph F). If engine consist is left on main track, lead locomotive of consist will not be shut down to permit headlight and/or oscillating light illumination when required.

Note: This shutdown requirement includes delays in siding or on helper setout track anticipated to be in excess of one hour, except that in this case, one locomotive of engine may be left idling if necessary for crew comfort.

F. Locomotive Shutdown With Regard to Outside Temperature.

Note: If in doubt about predicted temperature levels or expected period of locomotive non-use, consult the train dispatcher's office, or terminal officer, as appropriate.)

If, during the expected time period of locomotive non-use, the lowest predicted outside temperature will be:

1. 40 degrees F. or above: Shut down according to Instructions.

2. Below 35 degrees F.: Do not shut down.

3. Below 40 degrees F., but not below 35 degrees F.: Shut down for up to 16 hours. If locomotive will not be used within 16 hours and will not be sent to a 24-hour-a-day Roundhouse facility during that time, do not shut down.

EXCEPTION: Experimental locomotives may be equipped with anti-freeze or on-board heaters. Shutdown guidelines for these locomotives will be attached to locomotive and/or distributed by local Operating officers.

G. Procedures for Shutting Down and Restarting Locomotives.

1. If a particular locomotive is known to have weak batteries, DO NOT SHUT DOWN.
2. Unless weak battery condition can be repaired immediately, place an appropriately marked yellow tag (Form CS-7058) on the isolation switch, change the phrase "DO NOT START" to "DO NOT SHUT DOWN" and note on the Engineer's Work Report.

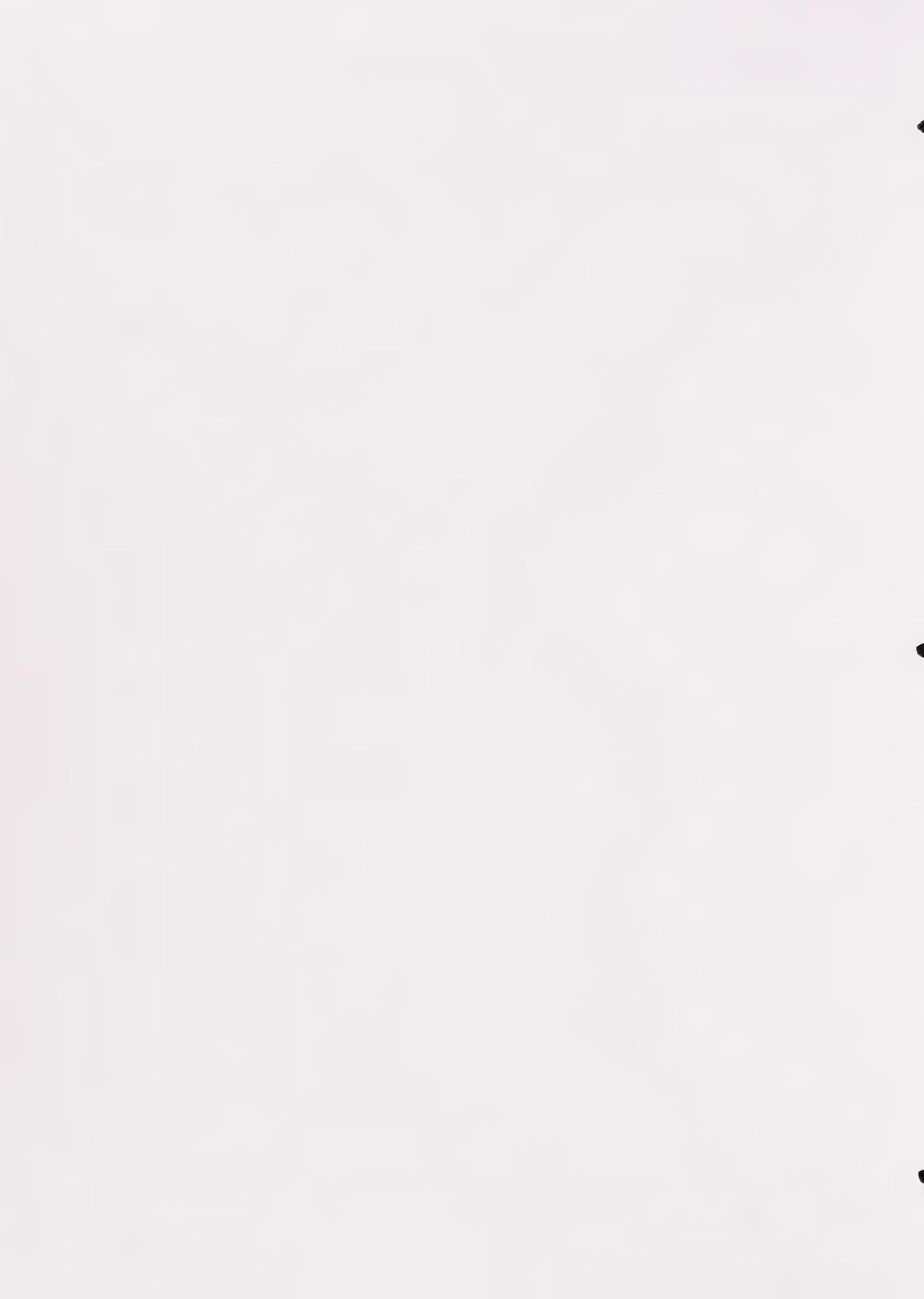
(Note: Steps 3 and 4 are not necessary if it is known locomotive will be used within 4 hours or will be sent to a 24-hour-a-day Roundhouse facility during that time.)

3. When shutting down locomotive(s), all necessary switches including radio switch, must be open to prevent current drain of batteries.
4. Main Battery Switch

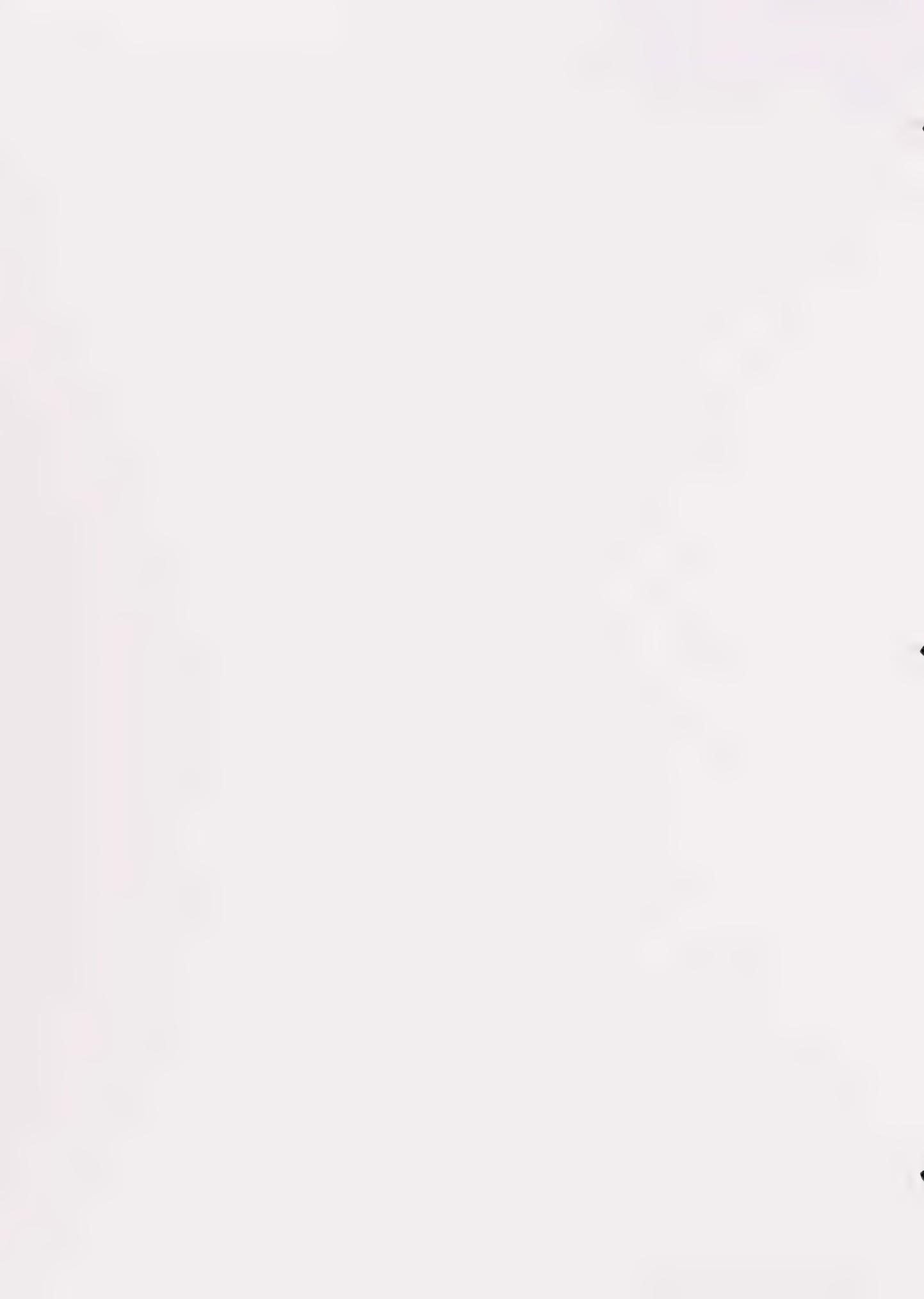
a. In addition, with all except EMD turbo-charged locomotives, open the main battery switch.

Noise Survey Points









HISTORIC PRESERVATION ELEMENT

INTRODUCTION

The Historic Preservation Element attempts to identify important historical sites in the City or its Sphere of Influence. These sites are those that are currently in the Dunsmuir Historic District or others that should be considered for historic preservation.

PURPOSE

Listed as optional under the California General Plan Guidelines is an Historical Preservation Element "for the identification, establishment and protection of sites and structures of architectural, historical, archeological or cultural significance...The historical element shall include a program which develops actions to be taken in accomplishing the policies set forth in this element." (Government Code Section 65303 (j)).

Due to an abundance of heritage resources located in Dunsmuir and the interest of city residents in the preservation of these resources, the General Plan includes this optional element.

GOALS

- A. Identify historic sites in Dunsmuir.
- B. Determine the steps necessary for official designation as Historic with the State Office of Historic Preservation and the National Register of Historic Places.

HISTORIC PRESERVATION POLICY

- A. The City of Dunsmuir has the opportunity to recognize its Historic sites.

Implementation Measure

City Council, on 8/17/82, passed Ordinance No. 427, an Historic Preservation Ordinance, establishing the Historic District Management Commission (HDMC). The



Commission should pursue the following:

- 1) Have the entire town declared a Landmark due to its role in the history of the railroading industry.
- 2) Designate the City Ballpark Grandstand as a Historic landmark.
- 3) Designate Hedge Creek Falls an Historic Natural and Cultural Site.
- 4) Designate qualifying residences as Historic.

B. The City of Dunsmuir has the obligation to support all efforts to achieve Historic status.

Implementation Measure

City Council should:

- 1) Ensure Historic District Sign Regulations (Section B-20 of Historic Preservation Ordinance) are enforced.
- 2) Establish revolving loan fund, from return on Housing Rehabilitation loans, to restore facades of buildings in the Historic District.
- 3) Create a special downtown tax district to help finance improvements.
- 4) Support Historic Grant applications with approval of in-kind services as local match (to be provided by HDMC).
- 5) Provide necessary operating expenses for HDMC.
- 6) Budget money annually for development of City-owned Historic sites (such as parking lot and landscaping at top of Hedge Creek Falls trail).

DESCRIPTION OF HISTORIC STATUS POTENTIAL

A. Historic District: -
Described in National Register of Historic Places
Inventory Nomination form (see Map #1).

B. Possible Additions: (see Map #2)

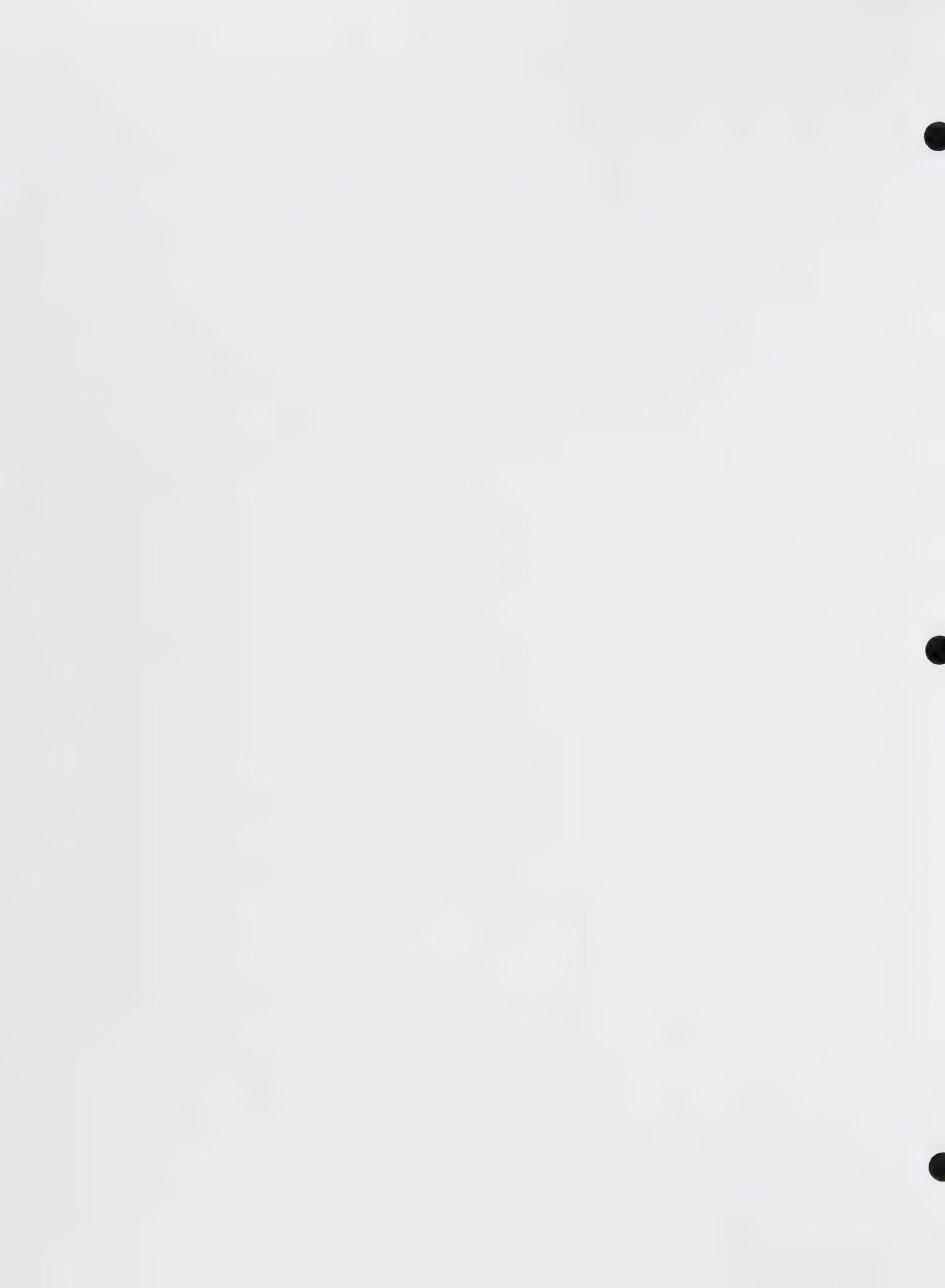
- 1) Dunsmuir City Ballpark Grandstand
- 2) Hedge Creek Falls
- 3) Methodist Church Sunday School
- 4) Young Mortuary Building



5) Qualifying residences

C. Recognize Tourism Potential of Historic Preservation:

- 1) Tourism is the fastest growing industry in the State
-- second only to agriculture (which includes lumber)
-- and Dunsmuir is located on a major Interstate Highway (I-5).
- 2) Having a unique town to attract area visitors is also important due to the return of skiing on Mt. Shasta (as Truckee and other Historic Sierra towns have proven).
- 3) Restoration will improve the aesthetic and economic character of the downtown business district (as in Yreka).
- 4) Repairing existing buildings is cheaper than new construction.
- 5) An authentic Historic Railroad Town would also be a major attraction as a destination for regional residents within at least a 200-mile radius.



MAP #1

• FIGURE IV

DUNSMUIR HISTORIC COMMERCIAL DISTRICT



LEGEND



Contributing

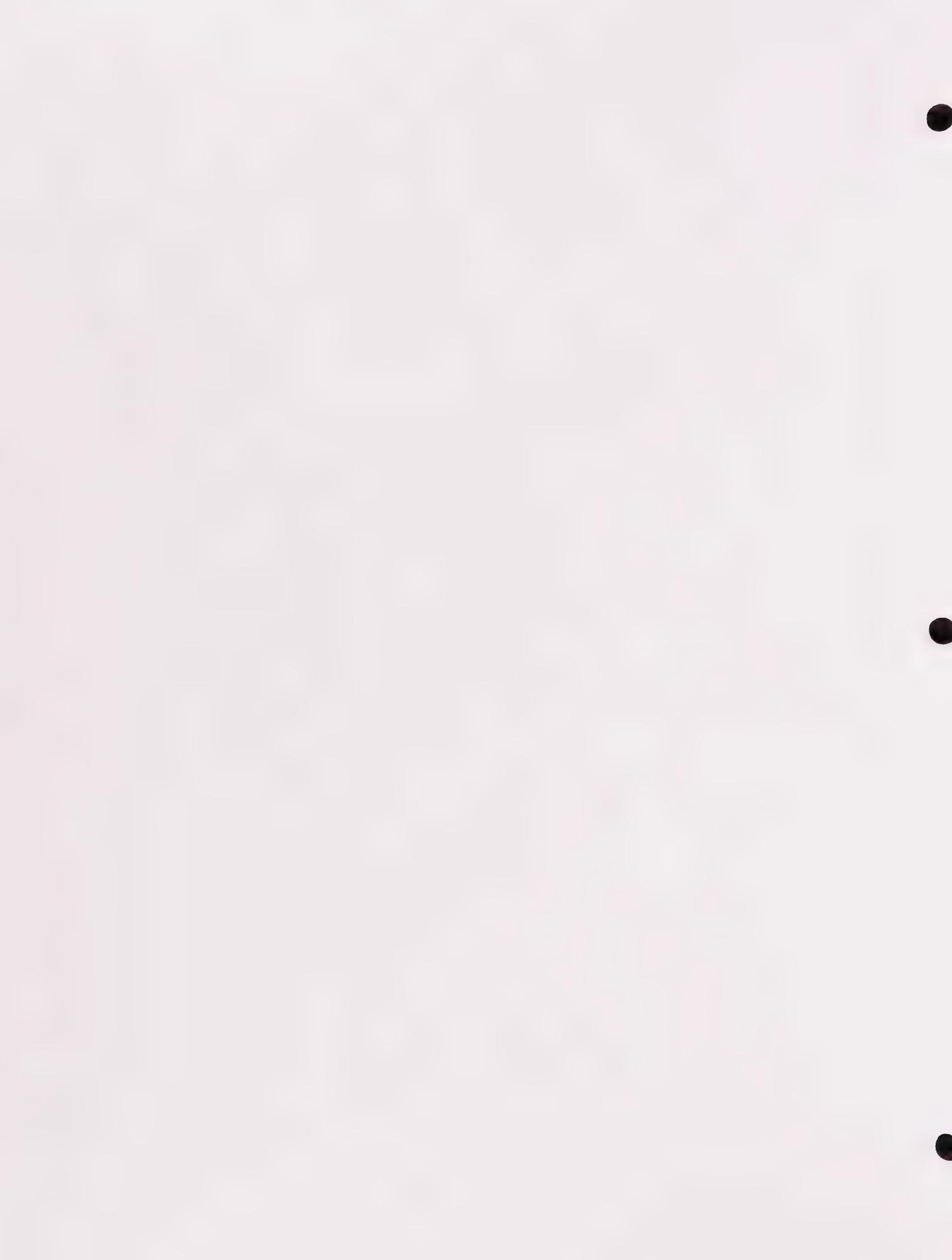


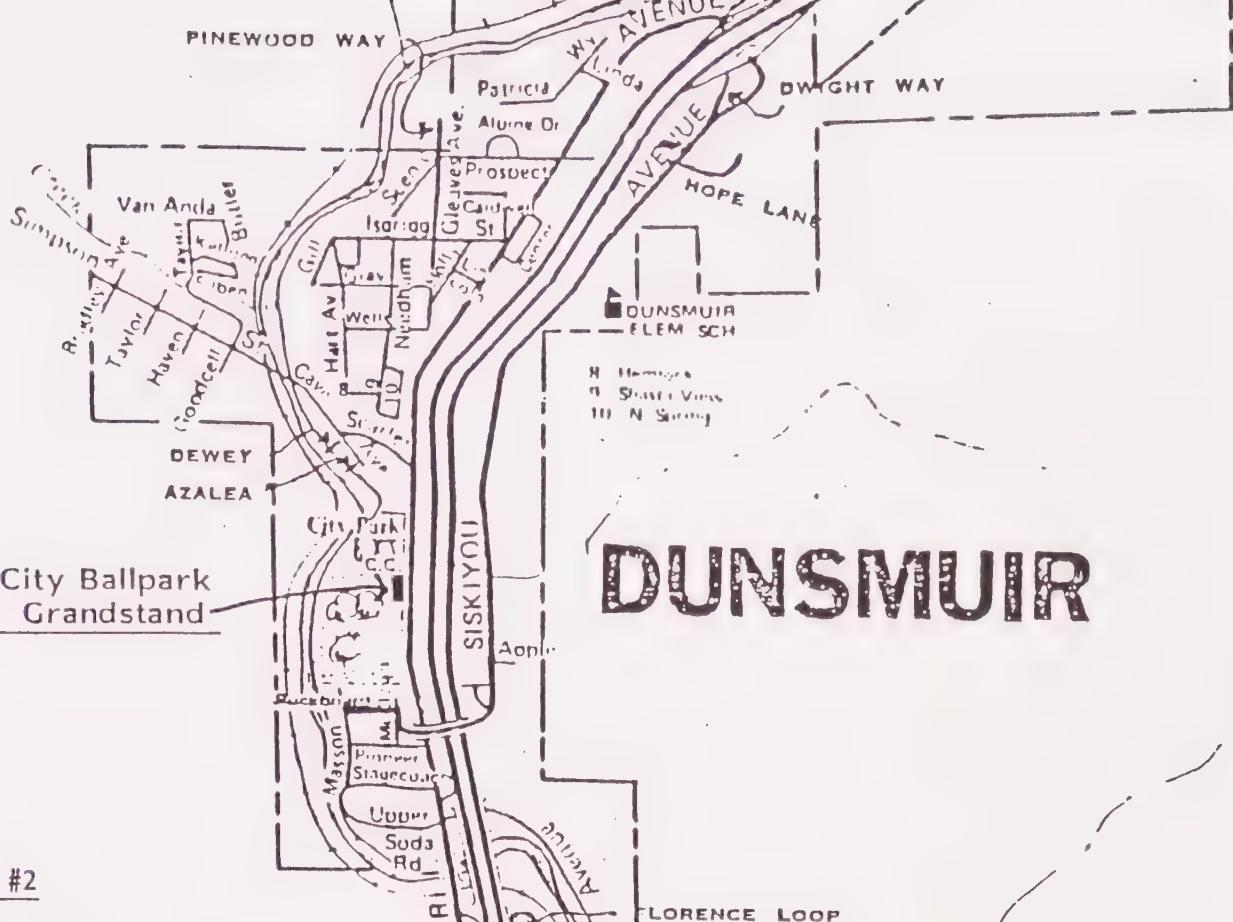
Non-contributing

SCALE



47

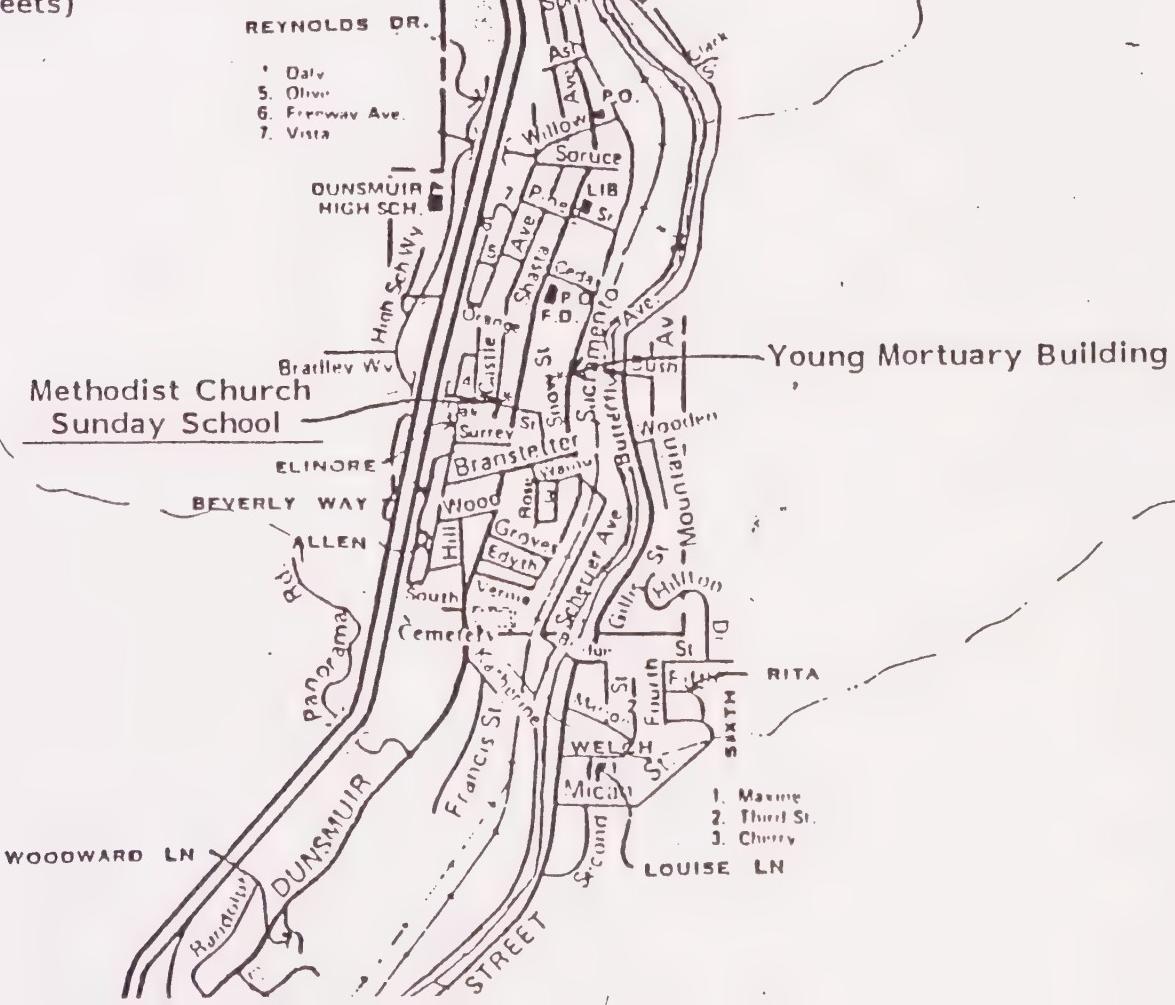




DUNSMUIR

MAP #2

Possible Historic Places
(Qualifying residences will likely
be located in the downtown area
of Dunsmuir, especially Cedar,
Dunsmuir, Branstetter, Elinore,
Wood, etc. streets)









CIRCULATION ELEMENT



INTRODUCTION

An effective circulation system provides for the movement of people, goods and energy with a minimum of negative external effects. These negative effects could include topography, safety hazards, congestion and noise.

PURPOSE

The purpose of this circulation element is to serve as a guide in minimizing any negative effects upon the circulation system. Contained herein are recommendations for the maintenance and improvement of existing streets and the development of future streets and roads designated to serve the anticipated needs projected in the Land Use element.

This element is based upon studies of projected land use; the existing street and highway system; present traffic volumes; estimated future population distribution; local transportation trends; and topographic features within the planning area.

GOALS

Make provision for:

- A. Safe and easy access to and from the various areas of land use existing or projected in the Land Use Element.
- B. The means for persons residing in the planning area to move freely into and out of the area.
- C. A system that allows capital and operating costs to be minimized, creating an efficient transportation system.
- D. A system that promotes sound land use practices.
- E. Additional modes of transportation to ensure that all age segments are considered.
- F. A street and road system that will exclude heavy traffic from residential neighborhoods.
- G. Protection of environmental quality and promote the wise and equitable use of economic and natural resources.

CIRCULATION POLICIES



- A. Offstreet parking shall be provided in proportion to the need generated by use. A perception exists that downtown parking is inadequate at certain times.

Implementation Measures:

- 1) Revise zoning ordinances to require at least two offstreet parking places per dwelling unit in all new residential developments
- 2) Council should revise zoning ordinances to require offstreet parking requirements for any new commercial developments.
- 3) City Council, by 6/30/86, should review downtown parking situation and schedule improvements.

- B. Schedule and complete improvements to the city streets system where budgeting allows.

Implementation Measure:

- 1) Council should develop a long-term method of financing road improvements and road maintenance in the existing developed area.

- C. Discourage the use of residential streets as arterials when other reasonable alternatives exist or can be developed.

- D. Encourage private individuals to establish some type of personalized public transportation.

Implementation Measure:

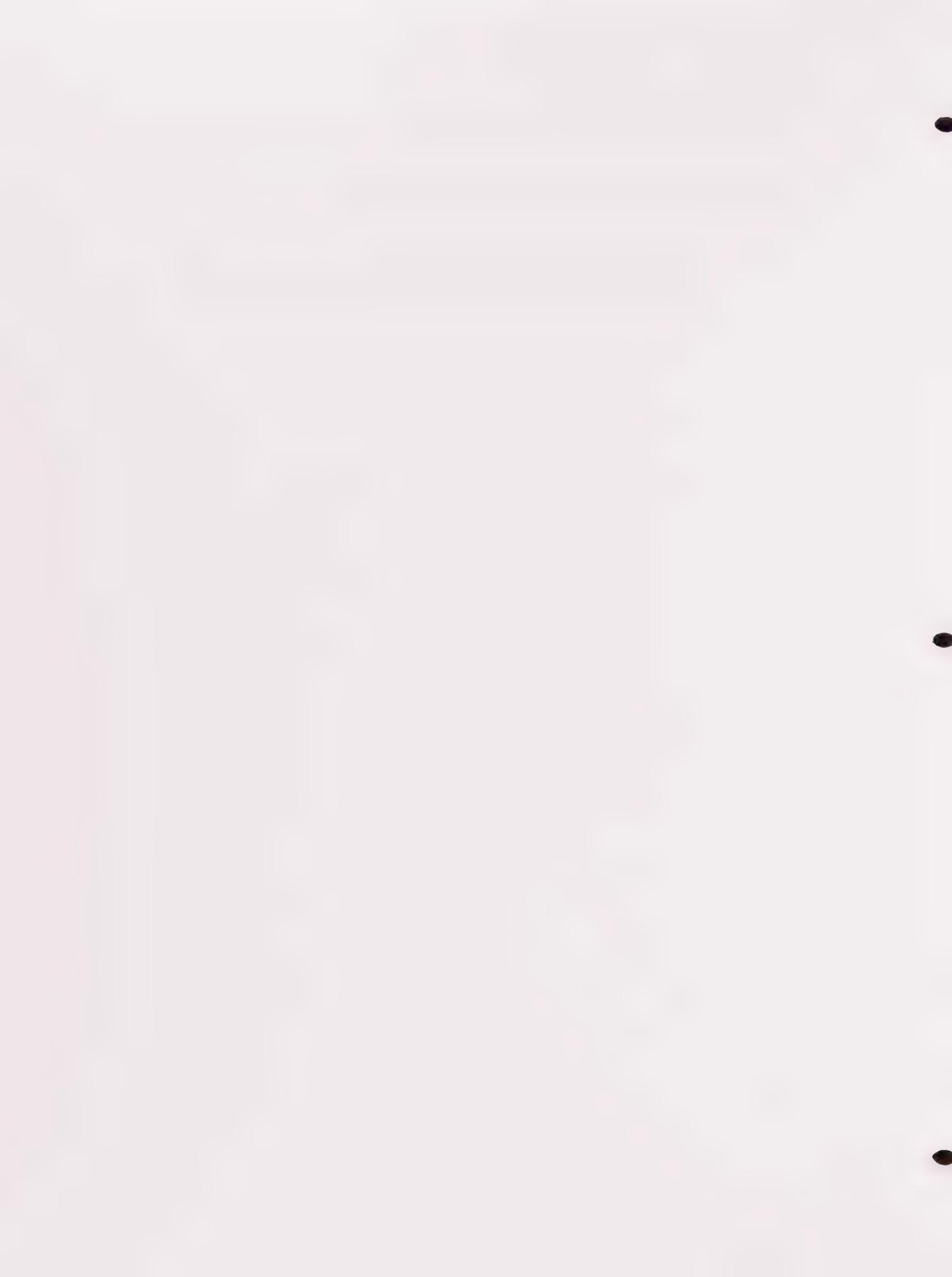
Establishment of a carpooling lot for North and South Commuting.

- E. Establish bike routes and pedestrian walkways where the topography allows.

Implementation Measures:

- 1) Work with County and State officials to establish a marked bike route along the North Dunsmuir Avenue-Frontage road.
- 2) Encourage the inclusion of bikepaths and footpaths in sub-division design to decrease automobile dependence for intra-city travel.
- 3) Investigate all areas of the planning area where the topography and street width will allow for safe bike travel.
- 4) Council should implement Scenic Highway Element.

- F. Insure that all railway crossings are signed and/or



EXISTING CIRCULATION AND TRANSPORTATION MODES

Street and Highway System

Dunsmuir's street system historically developed adjacent to the Southern Pacific Rail Line and the Sacramento River seeking the flatter areas for development. Development then moved uphill on the west side where development was possible adjacent to Old Highway 99 (which is today Dunsmuir Avenue). Further development faced steeper topography resulting in a compact street pattern with steep and narrow east and west streets in some areas. Later Interstate 5 was developed which also bisects the town (North-South).

A street and highway system is comprised of four classes: principal arterials, minor arterials, collectors, and locals. They provide access to land uses as well as ingress and egress to the planning area.

U.S. Interstate-5 is the principal arterial which runs North and South. No major arterials run to the east or west due to the steep slopes which surround Dunsmuir to the east and west. Dunsmuir Avenue serves as a major arterial and a secondary route for North-South traffic. There are many collector streets which connect the local streets with the arterial system. The more important collector streets are: Sacramento Avenue, Siskiyou Avenue, Branstetter Street, Oak Street, Pine Street, Willow Street, Wells Avenue, a Gleaves Avenue, and Prospect Avenue.

Road Maintenance

The City Streets Budget (part of Public Works Budget) has two sources: Gas Tax Revenues and Local Transportation Commission Funds. Gas Tax Revenues are generated by the State sales tax on gasoline and may be used for road maintenance. The City has in the past saved gas tax funds in a reserve account, until enough money was available to do a sizeable project. Local Transportation Commission Funds are allocated to incorporated cities and Siskiyou County on the basis of population. They may be used for road improvements including overlays, reconstruction, and drainage. According to City Manager and Public Works Manager Jack Hurlbert, the City has recently rebuilt the downtown area sidewalks by means of these funds. These funds are also being used to resurface, engineer, and maintain public street projects. Current projects are the restoration of River Avenue and a



portion of Butterfly Avenue which connects to Gillis Street. The City also maintains several public stairways: Bush Street stairs, Belnap Fountain stairway, Cedar Street stairway and a stairway on Shasta Avenue.

Parking

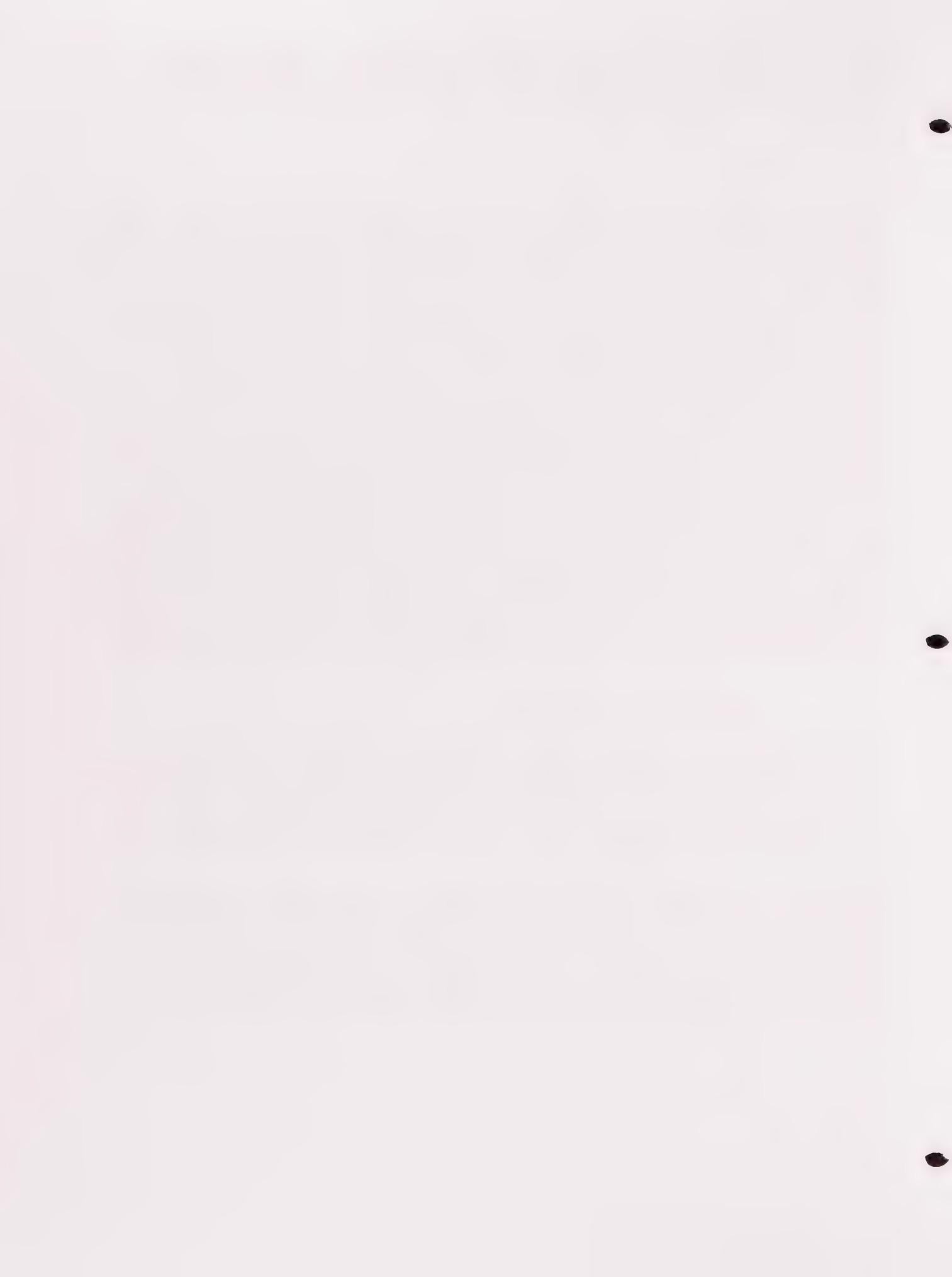
Private parking for residential and commercial areas is provided for in Appendix A, section 4.00 of the Dunsmuir City Code. The minimum offstreet parking space requirement for single-family and multi-family units is at least one garage or carport per dwelling. The Industrial district (M) requires one offstreet parking space for each three (3) employees or no less than one parking space for each two-thousand (2,000) square feet of gross floor and ground area. There are two commercial districts: (C-1) does provide for off-street parking by requiring one offstreet parking space for each two-hundred (200) square feet of gross floor area, the other commercial district (C-2) is the downtown area and South Dunsmuir and has no off-street parking requirements. Parking is available on-street with a three (3) hour maximum parking limit. Two lots at the South end of the downtown area (Jack Hurlburt, personal communication, January 11, 1984) are located on the north and south sides of City Hall. These lots provide a total of 38 parking spaces. West Pine Street provides 20 angle parking spaces with a three hour maximum time limit. The provision of public parking and imposing a time limit on parking along Dunsmuir Avenue has somewhat eased the need for additional parking. Congestion occurs when the parking capacity is reached or there is snow present to limit available parking.

Electrical Transmission

Pacific Power and Light Company provides electrical service to the City and surrounding areas. Electrical power lines generally follow transportation corridors and are above ground. However, according to current Public Utility Commission regulations, all new facilities for subdivision and commercial developments must be located underground.

Recently, an underground utility district was approved for the downtown area. The district was formed to construct underground utility facilities in the downtown area. PP and L funds available for underground utility projects in Siskiyou County will be utilized as construction funds in the public right of ways and property owners will be responsible to install the facilities on private property.

Rail Facilities



The Southern Pacific Railroad Company provides transcontinental freight services and rail passenger services are provided by Amtrack. Dunsmuir is the only city in Siskiyou County that is a railroad passenger stop.

Intercity Bus Service

One major bus service, Greyhound, provides service to and from Dunsmuir. Greyhound makes 7 daily stops in the City. Dunsmuir is also served by a local bus service, Siskiyou Transit and General Express (STAGE) which makes 6 daily stops along Dunsmuir Avenue. STAGE mainly serves southern Siskiyou County.

Intercity Trucking Service

Freight movement to the Dunsmuir area is provided by inter and intra state firms but, however, there are no local terminal facilities.

Aviation

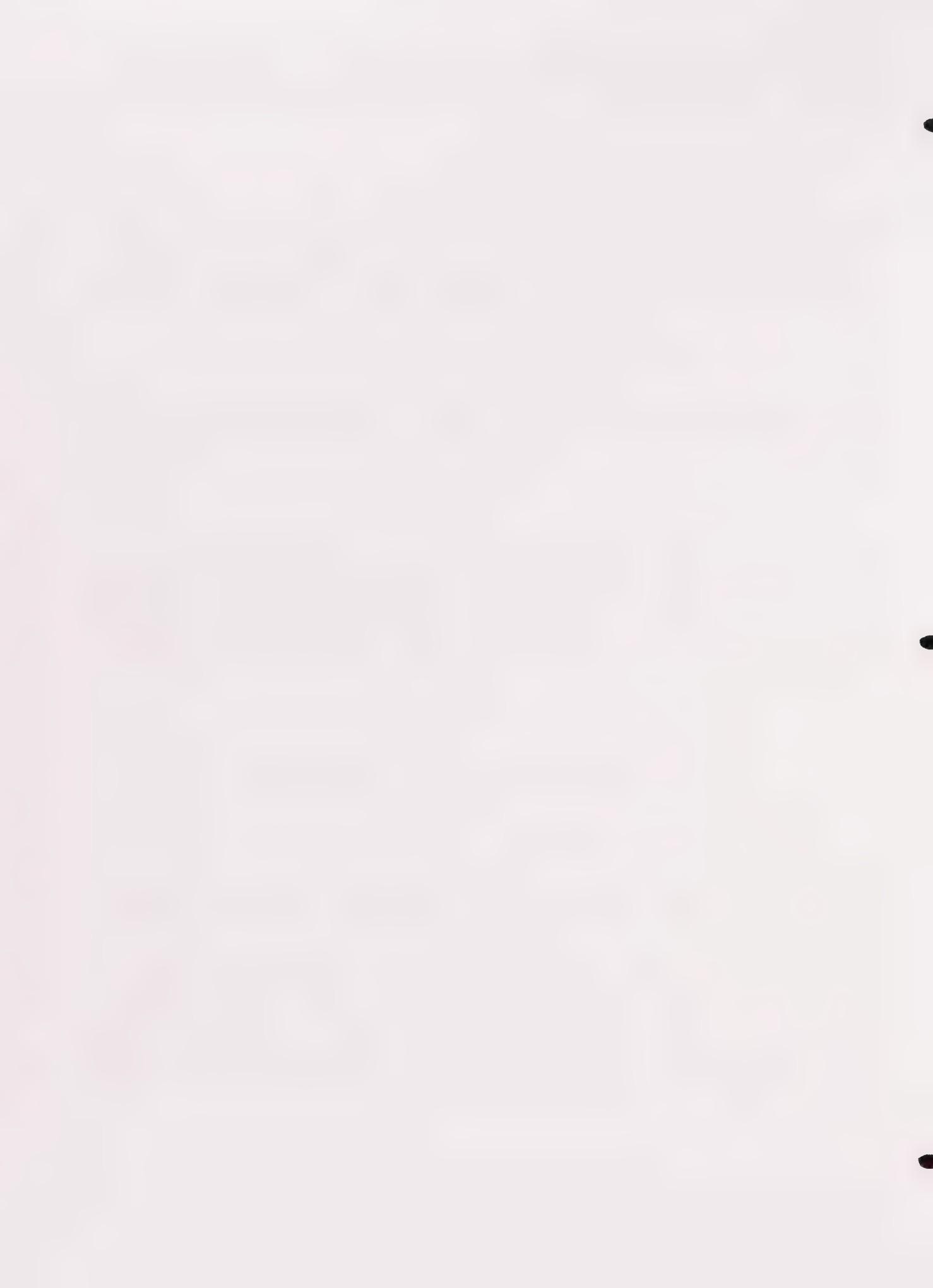
The City of Dunsmuir maintains Mott Airport which is located in the planning area. The airport is for small private aircraft with little commercial potential. A Master Airport Plan has been developed. Recently, the City was awarded a Federal Aviation Administration grant to extend the existing runway. The closest commercial airport is located 50 miles to the south in Redding.

FUTURE CIRCULATION AND TRANSPORTATION

Streets and Highways

The major portion of the circulation planning effort should be directed toward the maintenance, improvement, and expansion of the existing street and highway system.

A critical need is to solve the problem of excessively narrow streets, such as Sacramento Avenue and Siskiyou Avenue. Many other local streets also are very narrow: Pine, Elinore, Wood, Hart, Edith, Vernie, and Grover to name a few. However, widening of most streets is not feasible due to housing encroaching right next to the street. Measures, such as restricted parking and one side parking, have been taken to address this problem.



Another problem which affects River and Butterfly avenues is susceptibility to flood damage by the Upper Sacramento River. Due to their location and lack of alternate street routes, little can be done to address this problem except to utilize the proper materials for street surfaces and river barriers.







SCENIC HIGHWAY ELEMENT



SCENIC HIGHWAY ELEMENT

INTRODUCTION

The Scenic Highway Element should take steps to identify highways and traveled routes that are presently identified as scenic highways or that the Community wishes to protect as such.

PURPOSE

Government Code [Sec. 65302 (h)] mandates that each locality develop a scenic highway element as part of the general plan. State Scenic Highways are segments of State Highways that CALTRANS has designated as such after requests by local government. County Scenic Highways are the County version that CALTRANS certifies at the request of local Government.

GOALS

- A. Identify possible scenic highways and possible scenic bicycle paths in Dunsmuir.
- B. Determine steps necessary for official designation as scenic highways and bicycle paths.

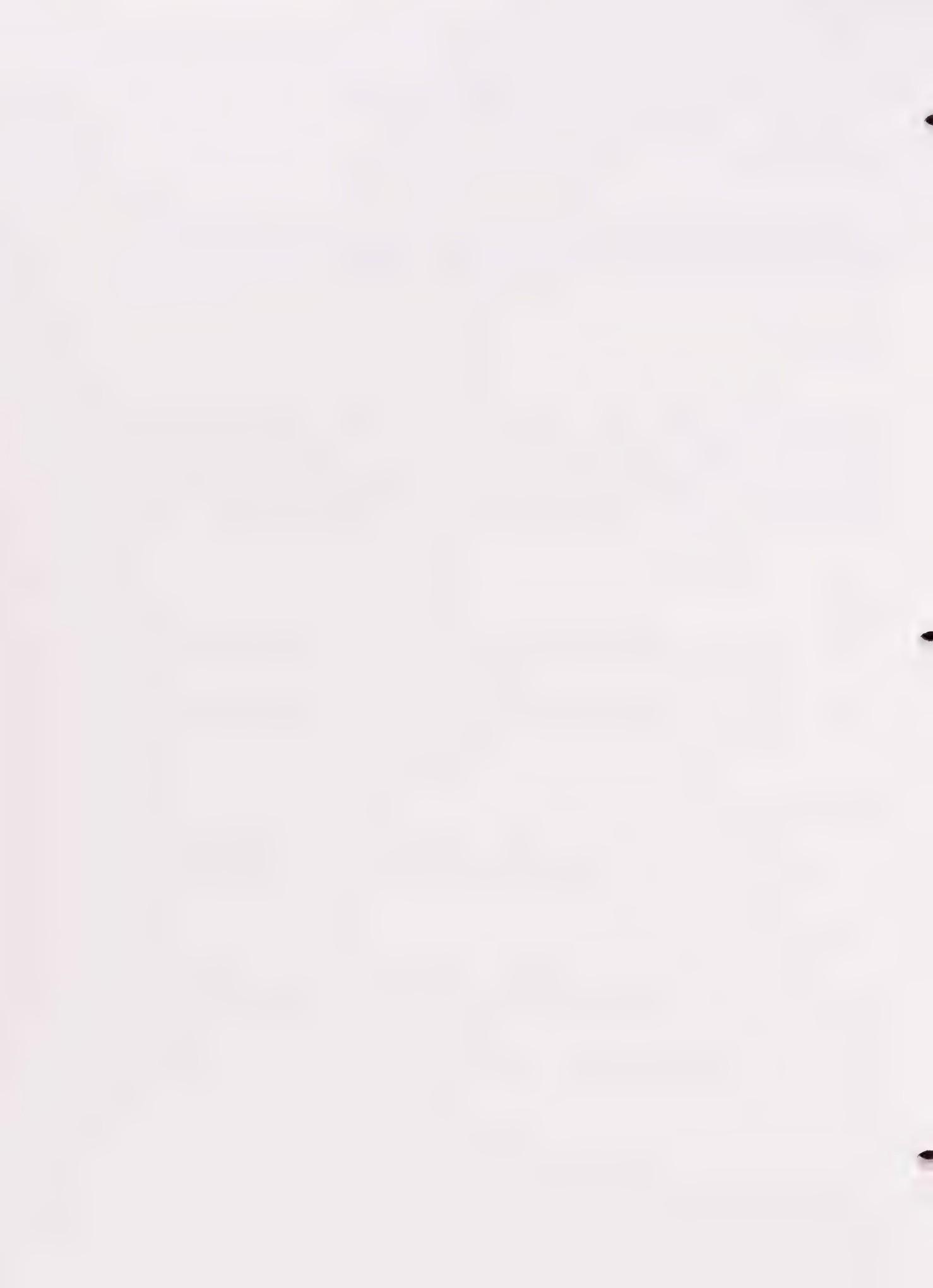
SCENIC HIGHWAY POLICY

- A. The City of Dunsmuir has an ample opportunity to create Scenic Highway and Scenic Bikepath Systems within the Community.

Implementation Measure

City Council, by 6/30/86, should designate a Scenic Highway Steering Committee. The steering committee should prepare a report addressing the following issues:

- 1) Should a Scenic Highway/Bikepath Sustem be developed in Dunsmuir?



- 2) What route(s) should the system follow?
- 3) What ordinances, controls, agreements and expenditures are needed to institute such a system?
- 4) What revenue sources will provide for the system?



DESCRIPTION OF PLANNING AREA AND POSSIBLE SCENIC PATHWAYS

A. Scenic Highways

Dunsmuir Ave. passes through the center of the City and is the main street (see Map #1). For purposes of this Element, the Dunsmuir Ave. corridor is considered scenically significant from the Mott Avenue freeway interchange North of Dunsmuir to the freeway interchange South of the town. Dunsmuir Ave. is sectioned into three parts for this review.

- * Mott Avenue to Hedge Creek Falls- 2 miles
This section, beginning at the Mott freeway interchange, starts with spectacular vistas of Mt. Eddy to the West and Mt Shasta to the East. The road then descends South through the pine and oak forest to the beginnings of urbanization south of historic and scenic Hedge Creek Falls (trail accessible). Dunsmuir Ave. is a County road until this point and any scenic highway designation must be initiated by the County.
- * North Dunsmuir - Hedge Creek to Sacramento Bridge -1 mile
Dunsmuir Ave. passes the residential and roadside commercial (stores and motels) section of North Dunsmuir immediately South of Hedge Creek. This area offers two interesting by-passes off Dunsmuir Avenue:
 - a) Through the City Park and its Railroad Engine and swimming pool (including a footpath to the river.)
 - b) Stagecoach Road to Upper Soda Creek down to the Sacramento River, to River Avenue and over the River Avenue Bridge back to Dunsmuir Avenue. Unique views of the upper Sacramento River in a riparian setting. Great trout fishing.
- * South Dunsmuir - Sacramento River Bridge to South Interchange -2.3 miles.
Setting of the Dunsmuir Historic District and its numerous Fin de Siecle and Roaring Twenties homes and businesses on or near Dunsmuir Avenue. The Dunsmuir Museum and the Fountain are also just off Dunsmuir Avenue. Sacramento Avenue is a suggested historic by-pass from River Avenue to Branstetter Street.



B. Possible Scenic Bicycle Path

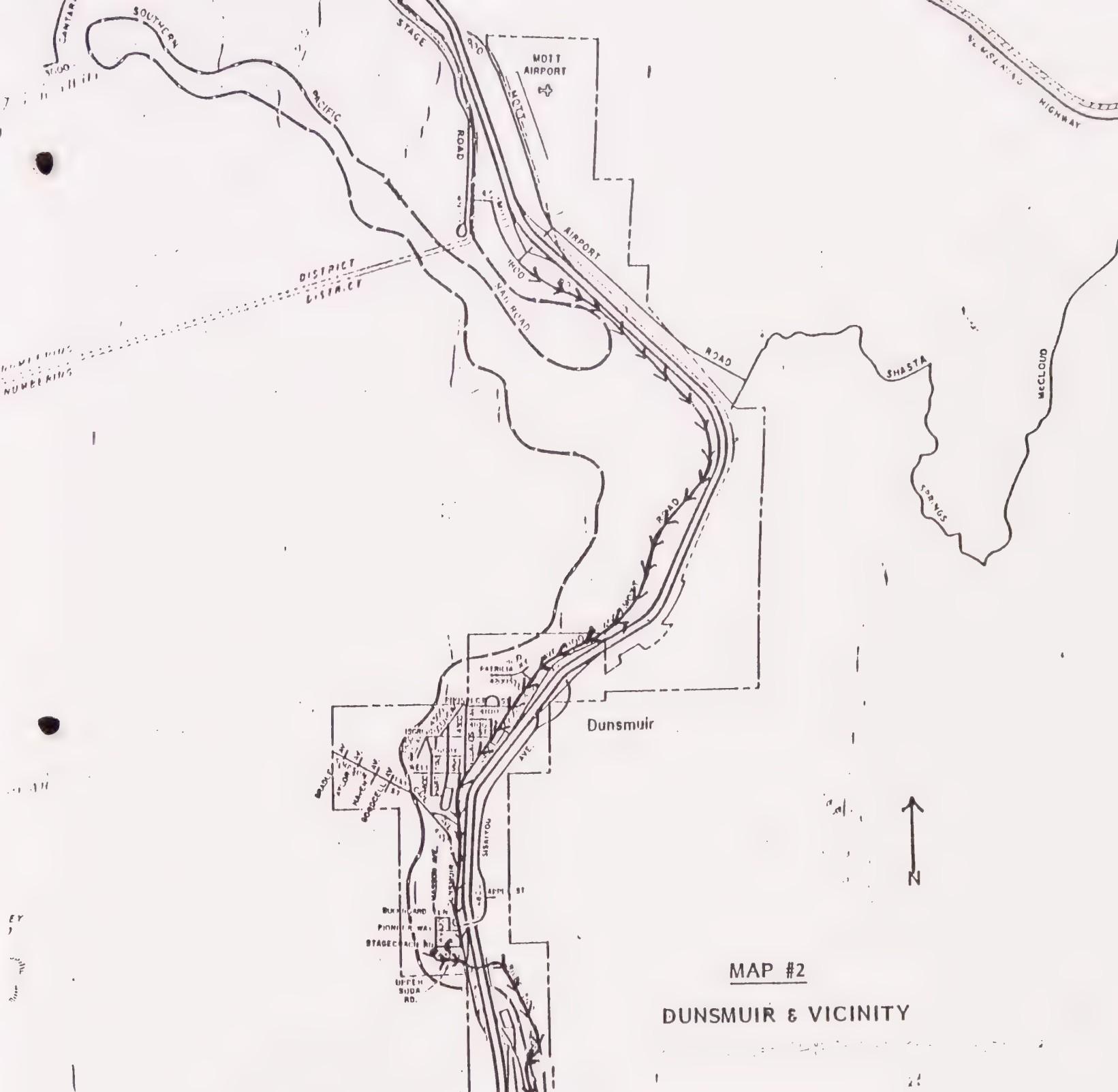
Scenic Highway Element guidlines state that "related facilities within the scenic corridors, such as bicycle ...trails" can also be included in this Element.

A bike trail could be constructed along roughly the same Dunsmuir Avenue Corridor as is noted in the preceeding Scenic Highway section. Map #2 shows the prospective path of such a bike trail.

To the north of the Mott Rd., I-5 interchange, a bike path could continue along Old Stage Road if that road is paved by the County. The area to the north is outside the planning area of this General Plan and must be corrdinated with the County Planning Department.

Just North of the I-5 bridge over the Sacramento River, the prospective bike trail could follow Stagecoach and Upper Soda roads under the I-5 bridge to River Avenue. Thence, the bike path could follow River Avenue back over the Sacramento River (heading South) to Sacramento Avenue. The bike path would then follow Butterfly, Gillis and First St. to its end at Cragview Drive just inside Shasta County. Any bike path in Shasta County would have to be coordinated with their Planning department.

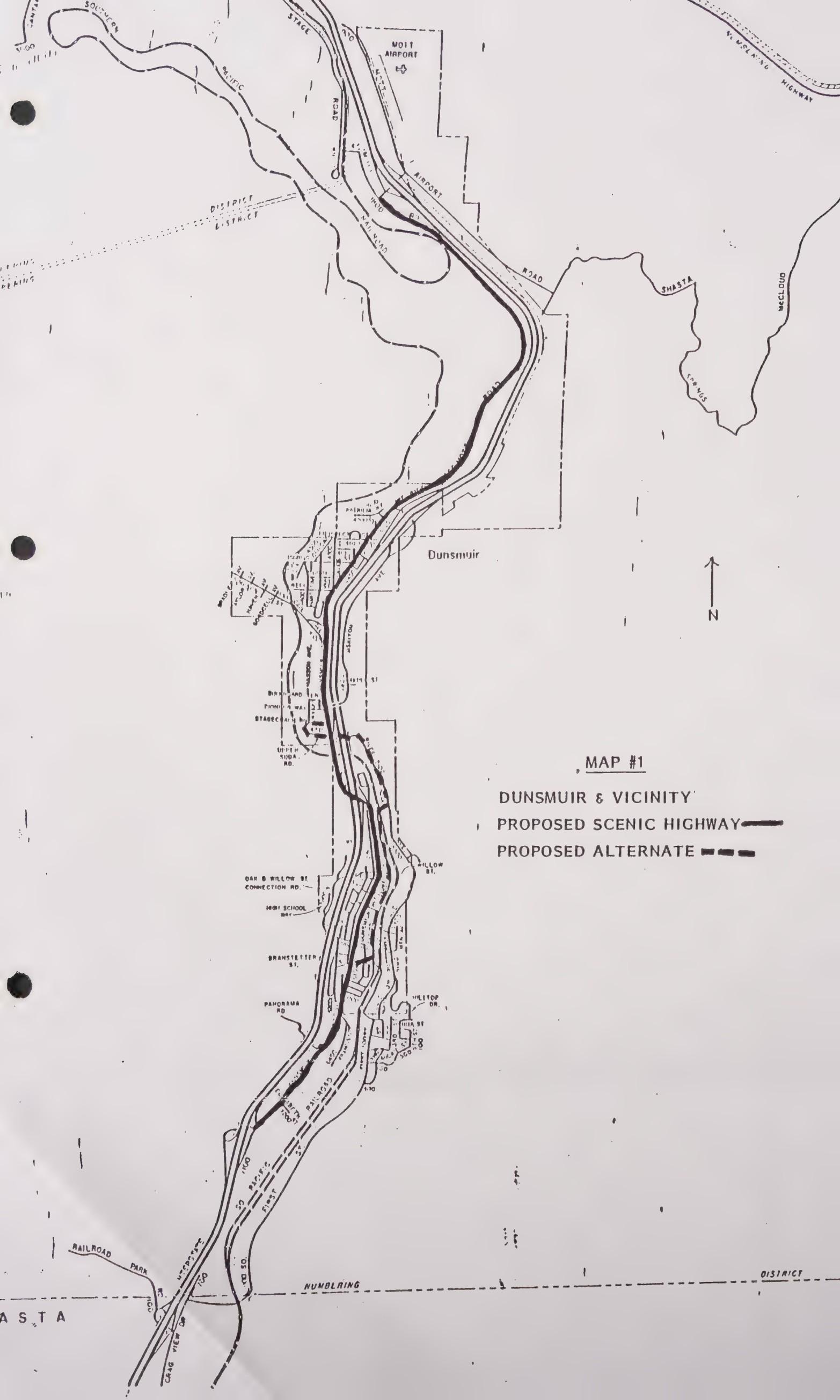


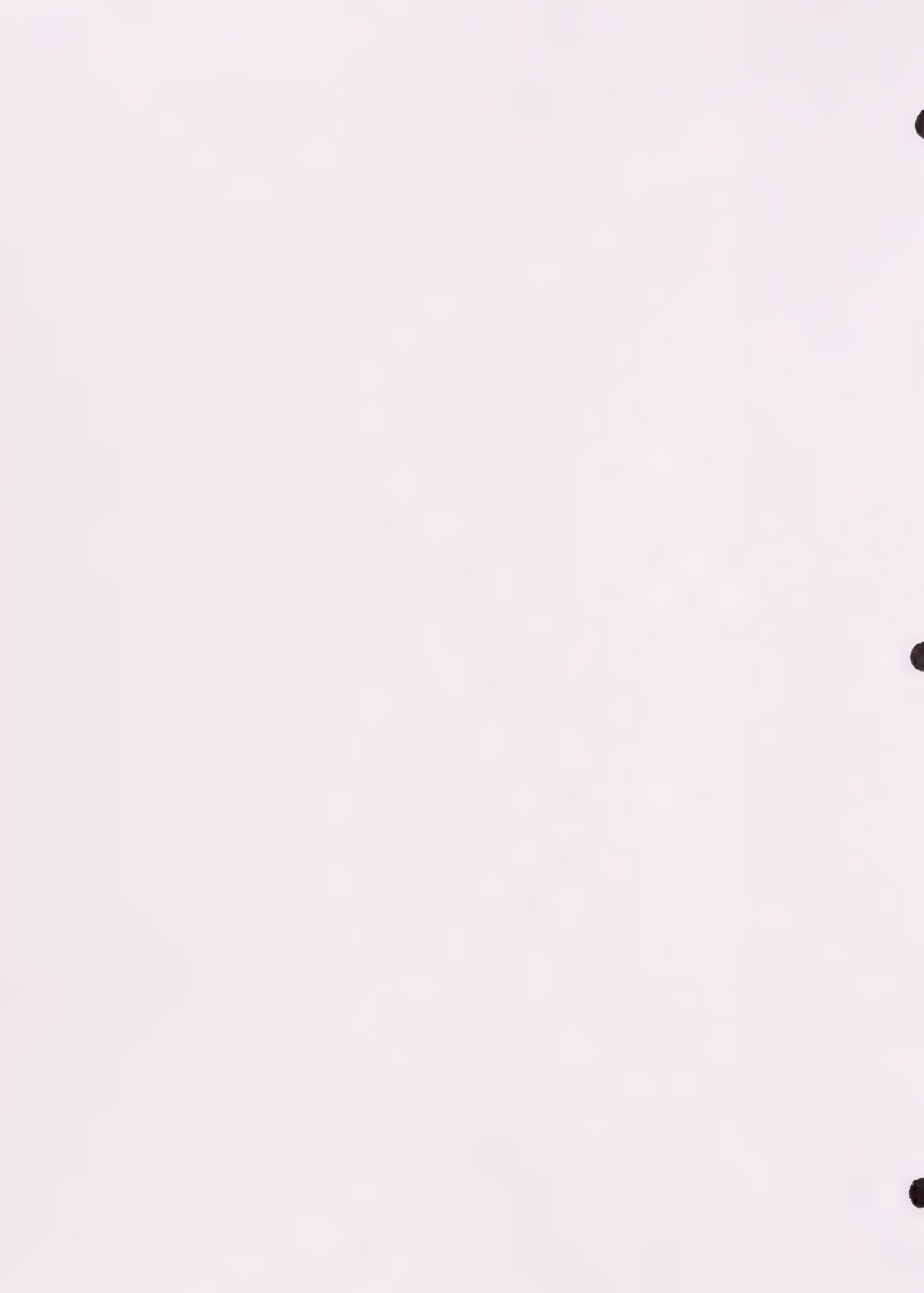


MAP #2

DUNSMUIR & VICINITY









OPEN SPACE AND CONSERVATION ELEMENTS



OPEN SPACE & CONSERVATION ELEMENTS

INTRODUCTION

The Open Space & Conservation Elements should catalogue as well as seek to preserve and comprehensively utilize open spaces and natural resources in the community.

PURPOSE

Government Cod Section 65302 (d) calls for the development of a conservation element for the "conservation of natural resources including water --- forest, soils, rivers, --- fisheries, wild life, minerals and other natural resources".

The conservation element may also address:

- * pollution control of streams
- * land use in stream channels
- * erosion control of soils and shores
- * protection of watersheds
- * location, quantity and quality of rock, sand and gravel resources.

Government Code Section 65563 mandates that every city "prepare, adopt and submit to the Secretary of the Resources Agency a local open-space plan for the comprehensive and long range preservation and conservation of open space land within its jurisdiction". Section 65564 mandates an "action program consisting of specific programs which the legislative body intends to pursue in implementing its Open Space Plan."

The Open Space & Conservation Elements are closely linked in Dunsmuir due to the proximity of the Sacramento River and the surrounding topography. Consequently, these Elements are combined into one document which addresses both issues.

GOALS

- A. Identify, protect and enhance the watershed surrounding Dunsmuir, especially the watershed of the springs that serve as the City's drinking water supply.
- B. Control and direct development in flood-prone areas.
- C. Protect and enhance the Sacramento River fishery and public access.
- D. Develop safe pedestrian access to Mossbrae Falls.
- E. Develop a picnic area at River Avenue and I-5 bridge.
- F. Complete development of Hedge Creek Falls picnic and



- parking areas.
- G. Control and direct development in landslide prone areas.
 - H. Improve and conserve City owned open space.
 - I. Eliminate pollution of the Sacramento River.

OPEN SPACE & CONSERVATION POLICIES

- A. Dunsmuir's watershed is a valuable resource that should be protected from degradation. The watershed of the Dunsmuir Water Company springs, the City's water source, should be evaluated and protected.

Implementation Measure:

- 1) City Council ,by 6/30/86, should request the Siskiyou County Health Department, State Water Resources Control Board, California Department of Health Services to conduct hydrological study showing, as much as possible, the extent of the Dunsmuir Water Company's spring watershed and identifying the owners of that watershed.
- 2) City Council should request regulatory agencies (PUC,DHS, County Health) to advise City on what measures they have taken to protect the City's domestic water source.

- B. There are a variety of areas within and adjacent to Dunsmuir that are flood prone. These areas are identified on HUD Flood plain maps shown in the Public Safety Element.

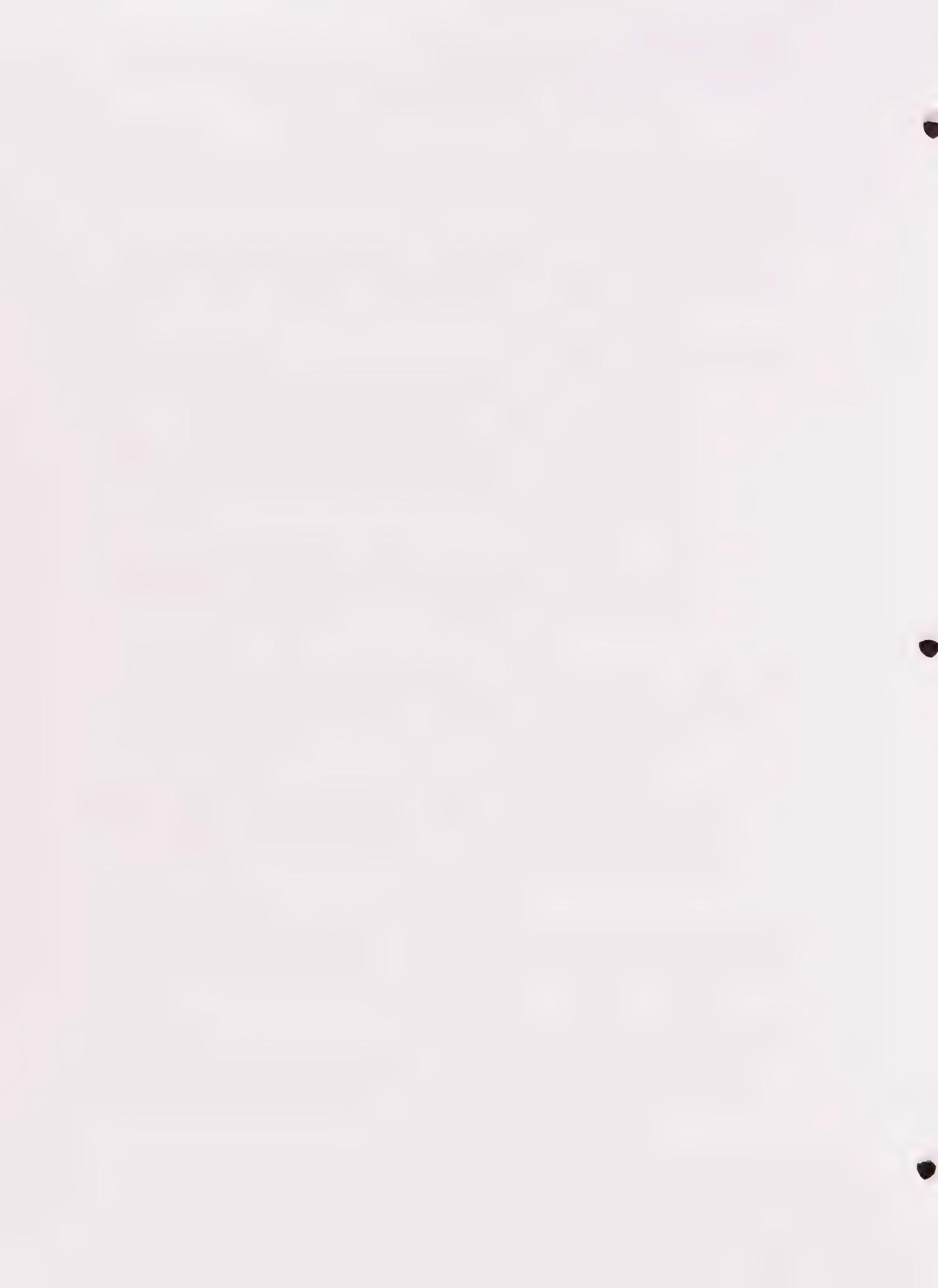
Implementation Measure:

City Council should adhere to its adopted Flood Plain ordinance (Chapter 9) and urge County to continue to implement flood area controls south of Dunsmuir to the Shasta County line.

- C. Fishing in the Sacramento River through Dunsmuir is a valuable tourist attraction. Access to the river greatly enhances the quality of life for Dunsmuir residents.

Implementation Measures:

- 1) City Manager should annually report to City Council on the health of the Sacramento River through Dunsmuir, any perceived threats to water



quality or public access to the River, and any opportunities for increased public access.

- 2) City Manager should report by 12/31/87 to the City Council on the applicability of "conservation easements" to protect River access across private land as well as specific instances where such easements should be sought.

D. Mossbrae Falls, just north of Dunsmuir on the Sacramento River, is a unique natural resource. There is presently no public access to this site and visitors must traverse Southern Pacific Railroad lands for over one mile to see the falls. The present situation is unsafe and possibly illegal.

Implementation Measure:

- 1) City Council should encourage and cooperate with private efforts to develop a foot bridge with appropriate facilities over the Sacramento River near the site of the old Prospect Avenue bridge or other suitable site. By 12/31/86, the City Manager shall report to the City Council regarding the development of the foot bridge.
- 2) The City Manager, by 12/31/87, should seek "conservation easements" across private lands to ensure access to the proposed foot bridge.

E. River Avenue, just east of the I-5 bridge is presently used as a fishing, swimming, raft put-in, and picnic site, although it is undeveloped.

Implementation Measure:

City Council should encourage voluntary efforts by local service groups to develop a day-use picnic facility at this site as well as budget funds for maintenance of the site.

F. The Hedge Creek Falls site is being improved by voluntary citizen and California Conservation Corps efforts.

Implementation Measure

City Council should cooperate with voluntary efforts to improve parking and picnic facilities at the Hedge Creek site and seek to complete these improvements by 12/31/86



G. There are a variety of landslide prone areas in Dunsmuir (see Public and Seismic Safety Elements).

Implementation Measure:

See Public Safety Element for Implementation Measure
H

H. The City owns a variety of Open Space areas. Recreation areas are normally leased to Dunsmuir Recreation District for operation and maintenance. Other Open Space areas are maintained by the City. Open Space is a valuable commodity in any community. Open Space should be conserved and maintained as well as improved when advisable.

Implementation Measure:

1) City Manager should prepare an annual report to the Council concerning operation and maintenance of Dunsmuir Recreation District leased lands and other City owned Open Space.

I. The Sacramento River is Dunsmuir's greatest natural resource. The River has the potential of being polluted by three major sources: Excessive infiltration into Dunsmuir sewer system causing overloads at the treatment plant; Southern Pacific Railroad operations in and around Dunsmuir; and residences in and south of the City with no sewers or failed septic systems. The City and State have undertaken various measures to halt the problems.

Implementation Measure:

- 1) City Council should continue use of HUD funds for house lateral and sewer main repairs and seek other funds for this purpose if necessary.
- 2) City Council should continue to seek EPA Grants to improve the Treatment Plant.
- 3) City Council should monitor compliance of Southern Pacific Railroad with Waste Discharge Requirements by seeking annual reports and monitoring reports from Regional Water Quality Control Board.
- 4) City Council should seek to connect all Dunsmuir residences to the sewer system by 12/31/88.
- 5) City Council should request assistance from Siskiyou County and Shasta County Health Departments to prevent residential and other pollution of the river north and south of Dunsmuir.



DESCRIPTION OF THE PLANNING AREA

An Open Space Element was prepared in 1973 and reference will be made to this document. To date, no Conservation Element has been completed.

Dunsmuir is located in the Upper Sacramento River canyon at an approximate elevation of 2,290'. The City is linear, approximately 5.3 miles long by one mile wide. Dunsmuir straddles the river, SP railroad line, and Interstate 5. The City is surrounded by the Shasta-Trinity National Forest. Mt. Shasta (14,100') is 15 miles northeast and Castle Crags (6,200') is 10 miles to the southwest.

A) OPEN SPACE STATUS AND ISSUES

The 1973 Open Space Element contained the following review of existing and proposed open space in the City:

EXISTING

City Park	18 acres
Watershed	180 acres
School playgrounds	4 acres
Sacramento River and creeks	61 acres
Cemetery	6 acres
Airport	160 acres
	429 TOTAL ACRES

PROPOSED

Mott Airport campground	10 acres
Hedge Creek falls	2 acres
	12 TOTAL ACRES

There is a total of 441 acres of existing and proposed open space in the City of Dunsmuir.

Map 1 identifies the existing open space sites. The proposed sites are located in the north planning area: Mott Airport campground is located adjacent to the Airport and Hedge Creek Falls is located near the north City limits.

Hedge Creek has recently been developed through the efforts of local citizens and the California Conservation Corps. Reconstruction of the trail, installation of a wooden sign, and the installation of a gazebo are the major improvements.



B) CONSERVATION STATUS AND ISSUES

1) Flood plains.

US Department of Housing and Urban Development has developed a floodplain map that identifies flood prone areas. The Public Safety Element contains the map (revised 12/79) and identifies the following flood prone areas:

- * Upper Soda Road (under the I-5 bridge) *don't have flood/HUD req*
- * SPRR property and River Avenue bridge.
- * Portions of Oak, Branstetter, G Shasta streets near the Harris¹ low.
- * Scherrer Avenue adjacent to the
- * Hedge Creek areas west and east

The Public Safety Element (Implementation Measure G) recommends that "all land use decisions should be guided by US HUD regulations within the designated flood hazard areas."⁷

2) Landslide prone areas

Due to the steep slopes, Dunsmuir has a variety of areas which are prone to landslides and slippage during heavy rainfall and seismic events.

The Public Safety and Seismic Safety Elements identify 11 landslide prone sites in the City.

The Public Safety Element (Implementation Measure H) recommends that the City "implement Geologic Hazard Management Area overlays on each of these parcels to guide development proposals."

A variety of these areas are located on open space or non-utilized sites.

Sites designated as highly prone to landslides are

- * east, west, and south of the high school,
- * east and west of the I-5 bridge and approaches,
- * River Avenue, and,
- * north of the south Dunsmuir freeway interchange.

3) Pollution control

The Upper Sacramento River is periodically upset by three major sources: upsets at the sewage treatment facility during high rainfall; SPRR operations either at its facility in Dunsmuir; and, unsewered failing septic systems. Each of these three is presently being addressed by City and/or State follows:⁷

- a) Upsets at the sewage treatment facility primarily due to excessive Infiltration/Inflow into the collection



system due to old, deteriorated lines or direct connections from fresh water sources into the sewer. This situation causes untreated sewage to enter the disposal ponds where it may enter the river. In 1981, the Regional Water Quality Control Board - Central Valley Region issued a Cease and Desist Order to the City for Waste Discharge Requirement violations. The City has received funding to replace approximately 140 house sewer laterals and to replace approximately 3,000' of main sewer lines. It is anticipated that these projects will be completed by 12/31/85. The City is listed on the State Water Resources Control Board 1987 Clean Water Grant Priority list for renovations to the treatment facility.

- b) The RWQCB issued Waste Discharge Requirements to the SPRR governing operation of the yard operations in the City. This Order prohibits the discharge of pollutants into the Sacramento River.
- c) A small number of residences in Dunsmuir are currently not connected to the community sewer system (Gill Avenue and "Blackberry Hill"). The RWQCB has mandated that the approximately 25 residences connect to the City sewer system as soon as possible.

4) Watershed protection

The Dunsmuir watershed is approximately 5 square miles (see Map 2). Water courses are Wagon Wheel Creek, Big Canyon Creek, and the forks of the Sacramento River. At least 10 perennial or ephemeral creeks flow in the City. Hedge Creek and Bear Creek are the major tributaries.

Mossbrae Falls and the springs that supply Dunsmuir's drinking water are fed by springs off the Mt. Shasta highlands.

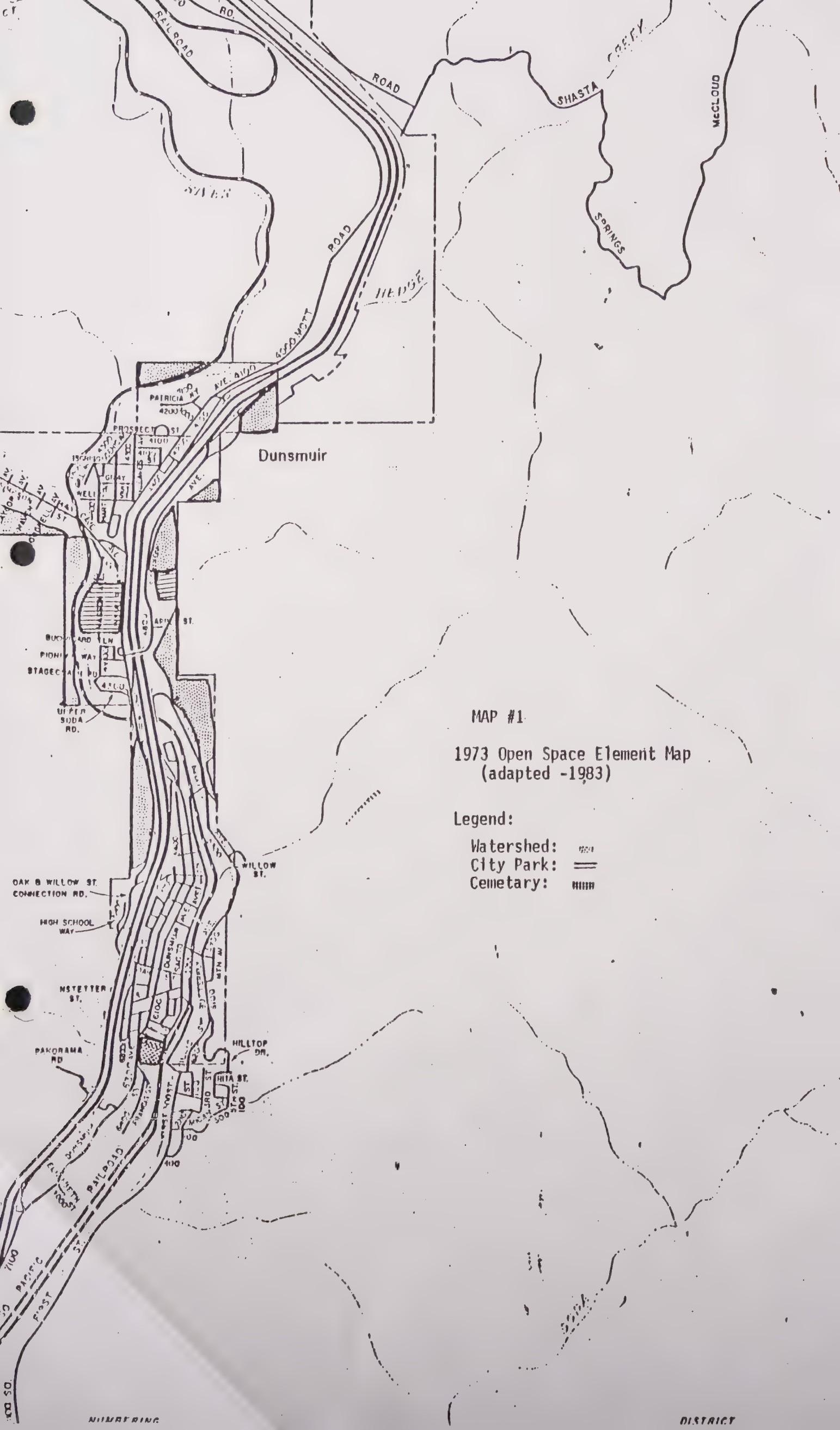
The Dunsmuir watershed is pronounced. Elevation changes are profound: Mt. Shasta (14,100') to the City (2,290').

Dunsmuir's watershed is a valuable asset in that it provides an economic base (tourism) as well as drinking water. Protection and conservation are essential.

Lands east of the City are privately owned and subject to the California Forest Practices Act and the lands west and north are public lands managed primarily by the USFS.

Potential degradations to the watershed are primarily those associated with logging operations: pesticides, siltation due to over-harvesting or poor soil management, and similar activities.





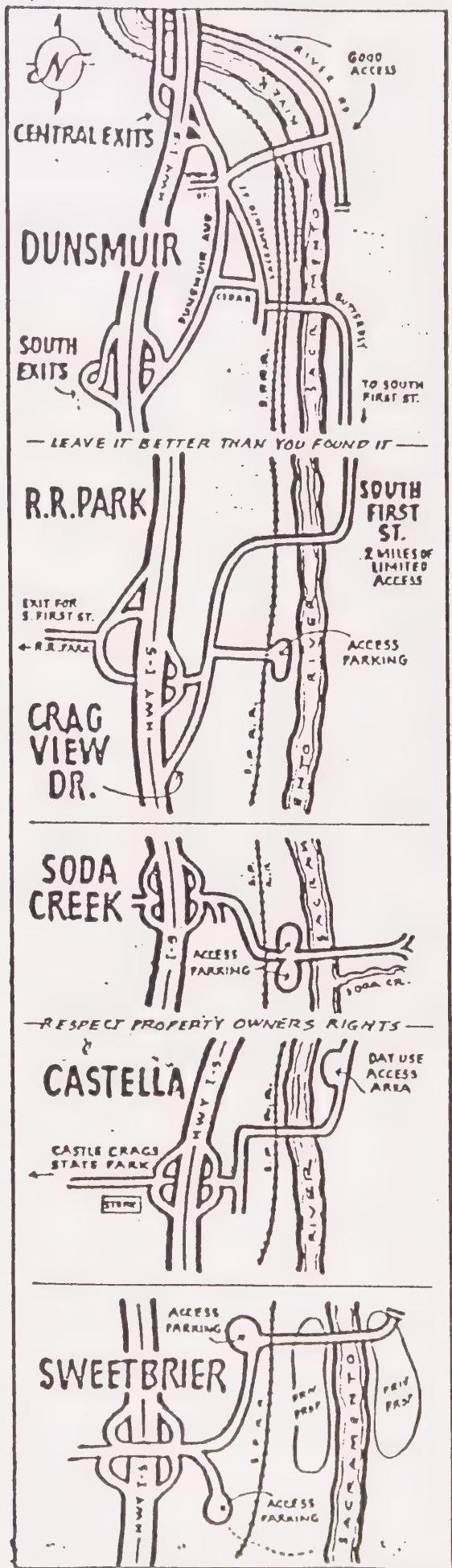
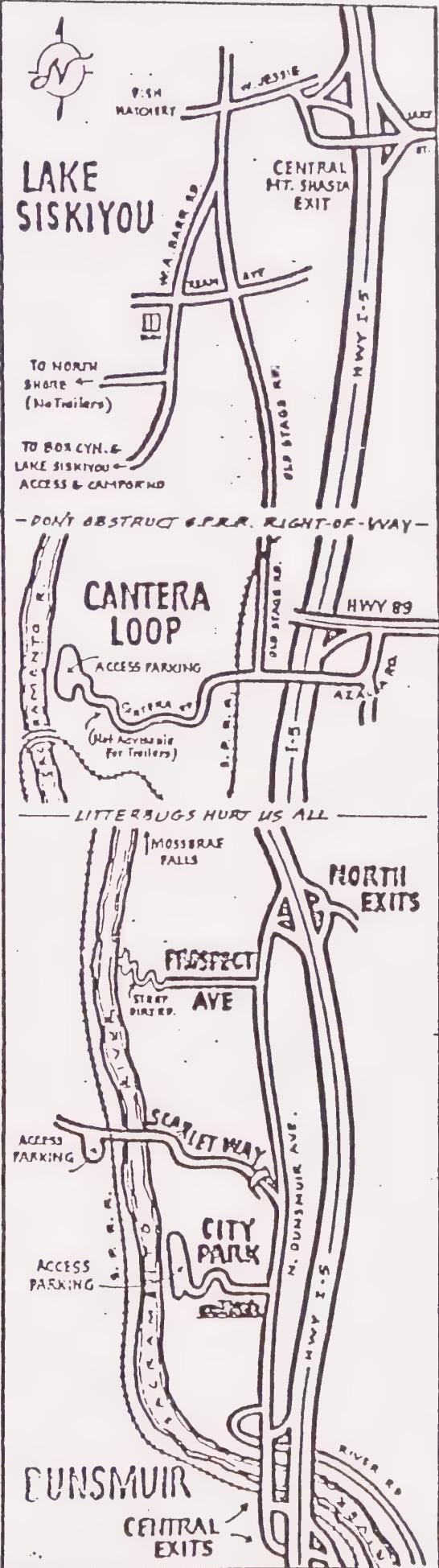
MAP #1

1973 Open Space Element Map (adapted -1983)

Legend:

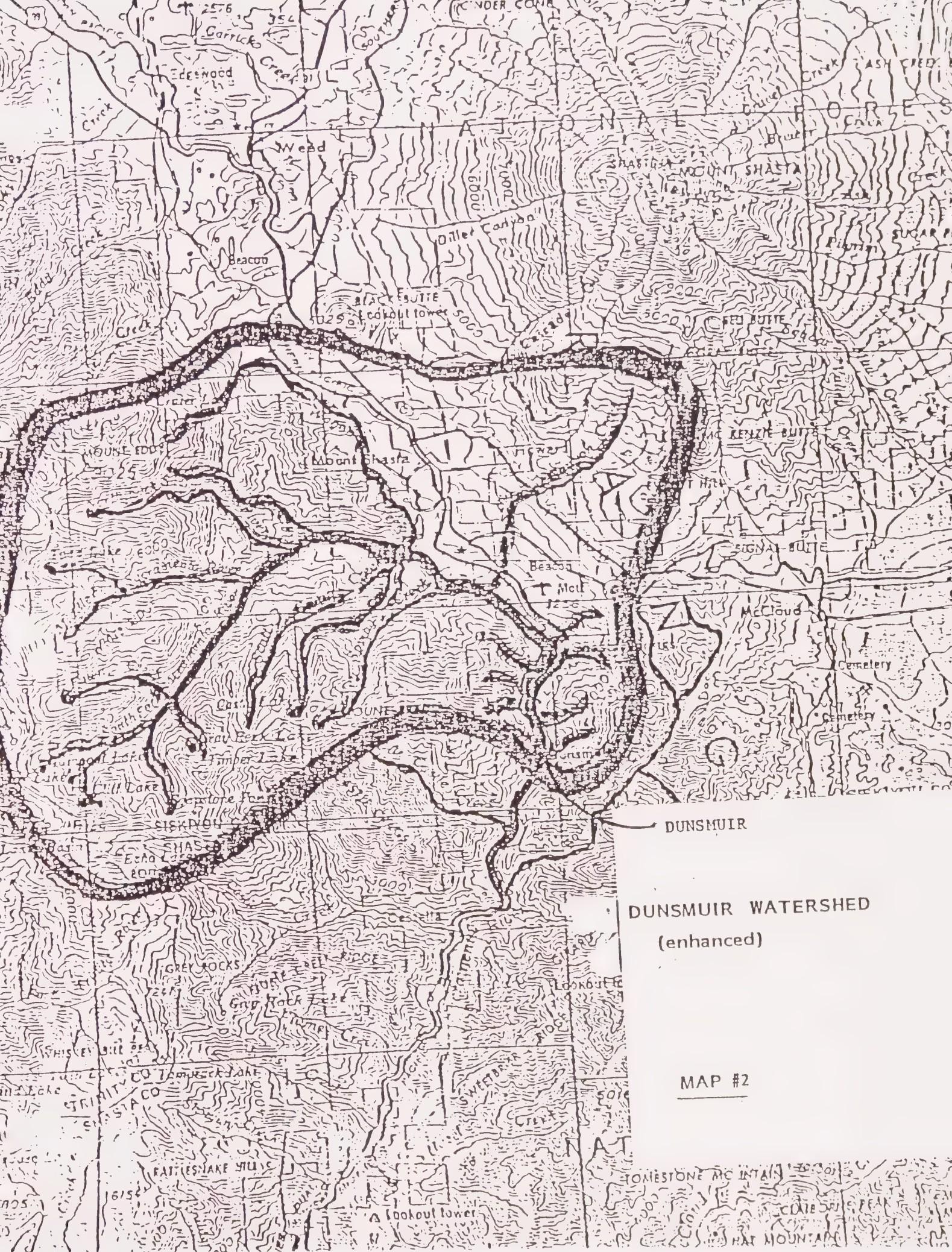
Watershed:
City Park:
Cemetery:



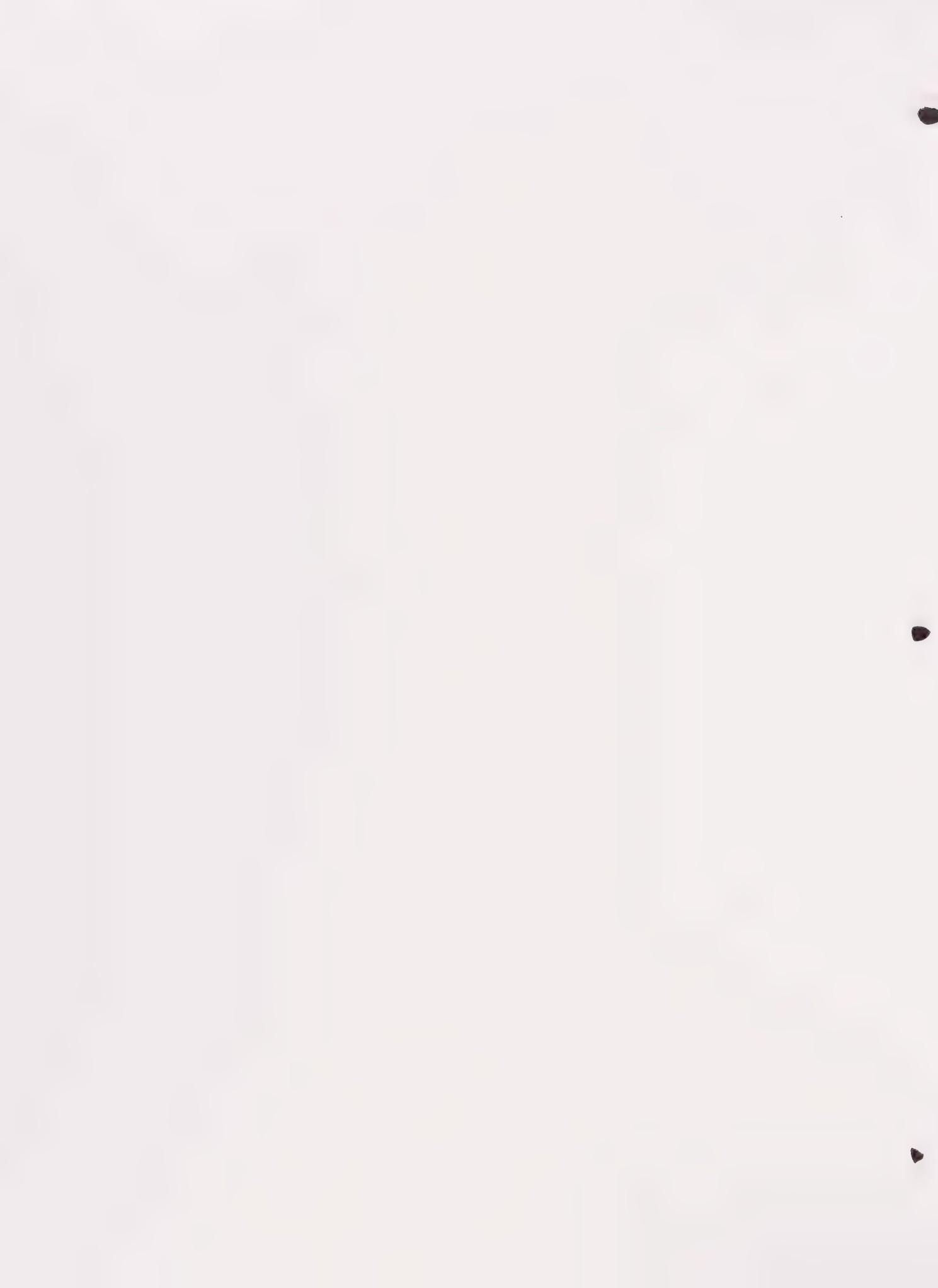


MAP # 3 FISHING ACCESS









LAND USE ELEMENT



LAND USE ELEMENT

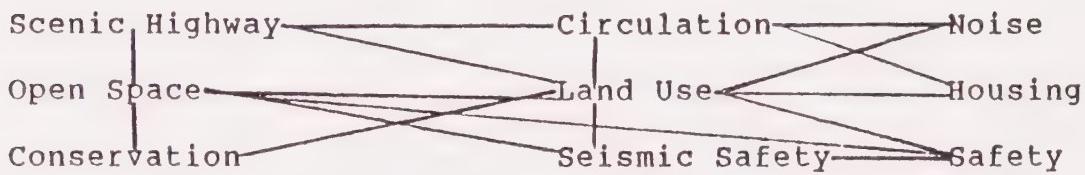
INTRODUCTION

The Land Use Element of the General Plan is the culmination and capstone of each of the other elements of the General Plan. Land Use brings together the disparate concerns that are treated elsewhere into a understandable and useful framework for future development within, at the least, the five year time frame of this General Plan (1985 - 1989).

PURPOSE

The Land Use Element is intended to reflect the relationships among all the nine mandated elements of the General Plan.

STATUTORY LINKS AMONG ELEMENTS*



*General Plan Guidelines, p. 125

California Government Code Section 65302 (a) mandates:

"A land use element which designates the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities, and other categories of public and private uses of land. The land use element shall also identify areas covered by the plan which are subject to flooding and shall be reviewed annually with respect to such areas." *

*California Governor's Office of Planning and Research, State of California General Plan Guidelines, (Sacramento, 1980), p. 148.



GOALS

- A. Preserve and enhance the historic qualities of the City
- B. Pursue the development of tourist related business and activities.
- C. Preserve, protect and enhance the scenic and natural qualities of Dunsmuir, its watershed, and the Sacramento River.
- D. Control and direct development in landslide and flood prone areas.
- E. Encourage responsible development (including Planned Unit Developments) of undeveloped lands within Dunsmuir and its sphere of influence.
- F. Develop a more coordinated and improved Emergency Planning Process.
- G. Develop new environmentally sound businesses for employment of Dunsmuir residents.

LAND USE POLICIES

- A. The Historical features of Dunsmuir, both cultural and environmental, are valuable assets that should be preserved.

Implementation Measure:

- 1) The Dunsmuir Historic Ordinance (see Historic Element), should continue to be enforced by the City Council.
- 2) Council should designate, after following the procedure called for in Ordinance 457, additional culturally or environmentally historic sites in Dunsmuir.

- B. Dunsmuir's physical and cultural attributes should lead to continued growth in the tourist industry if properly pursued by the City.

Implementation Measure:

- 1) Scenic Highway and Scenic bike paths should be designated in Dunsmuir by 6/30/87 (see Scenic Highway Element- Implementation Measure A).
- 2) Hedge Creek Falls improvements should be completed by 6/30/86 (see Open Space & Conservation Element [OS & CE] Implementation Measure F).
- 3) City Manager should annually report to Council on



City's Open Space holdings (see OS & CE Implementation Measure H).

C. The Sacramento River is Dunsmuir's greatest asset and its usage should be improved.

Implementation Measure:

- 1) City should continue efforts to protect the water quality of the river (see OS & CE Implementation Measure 1).
- 2) City Manager should formally report annually to the City on the water quality and public access to the river (see OS & CE Implementation F).
- 3) City Council should cooperate with efforts to develop a footbridge over the river near Mossbrae Falls by 12/31/86, and City Manager should seek Conservation Easements for same (see OS & CE Implementation Measure D).
- 4) City Council should work towards development of a day use picnic facility at River Avenue and I-5 bridge.

D. There are many flood and landslide prone areas in Dunsmuir where development should be directed and controlled.

Implementation Measure:

- 1) City Council should catalogue and implement, by 12/31/86, "Geological Hazard Management Area" overlays on designated landslide prone parcels in Dunsmuir. These overlays should control and direct development in those areas (see Public Safety Element, Implementation Measure H).
- 2) City Council should continue to implement Flood Hazard area controls per existing City ordinance (see OS & CE, Implementation Measure B.)

E. Development of lands in and near Dunsmuir has recently proceeded at a slow pace due to the lagging economy and defects in the waste water treatment system. This enables Dunsmuir to channel growth in positive fashions.

Implementation Measure:

- 1) Planning Commission and City Council should adopt "Fire Safe Guides for Residential Development in California" as published and updated by U.S.F.S. & C.D.F. (see Public Safety Element, Implementation Measure 1).
- 2) The Planning Commission's residential development



approval process should take into account the high noise corridors, paralleling I-5 and S.P.R.R.(see Noise Element) in developing standards.

- 3) Development north of the Hedge Creek Falls area, including the Airport area should take into account open space, noise, fire safety, waste water treatment and water supply factors.
- 4) Annexation north of Hedge Creek should take place as development proceeds.

F. Emergency planning, communications, and coordination are critical in Dunsmuir due to the variety and severity of possible hazards (see Public Safety & Seismic Safety Elements for Implementation Measures).

G. Dunsmuir's economy is dependent upon two industries (railroad and timber) where employment is shrinking. Diversification is necessary.

Implementation Measure:

1. Dunsmuir City Council should investigate use of Federal, State and private financing mechanisms to diversify the local economy, with the emphasis on permanent, primary jobs.
2. Dunsmuir City Council should cooperate with County and South County efforts to expand the economic base with environmentally sound businesses.

H. Dunsmuir's location and layout is varied and available data is often inaccurate. An accurate base map of the City is necessary.

Implementation Measure:

1. The City should prepare an accurate base map of the City and its sphere of influence by 12/31/87.



STATUS AND HISTORY OF PLANNING IN DUNSMUIR

Dunsmuir's written master planning efforts were initiated in 1957 and have continued, at intervals, to the present

- * The "1957 Master Land Use Plan" reviewed and categorized land use and population distribution in the City. The population during that period (1954 estimate) was 3984. Population in 1980 was projected to be over 5000 vs the actual 1980 census figure of 2534. This serves only to show the dangers of projecting the unknown.
- * The "1963 Master Plan Report" reviewed the changes caused by the construction of the major segments of Interstate 5 in Dunsmuir and showed the population drop 2873 caused by that construction. Also included in this report were:
 - 1) Land Use, Streets, Park and Public Building Standards
 - 2) Land Use Plan
 - 3) Street Plan
 - 4) Community Facility Plan
 - 5) Zoning Ordinance ReviewThis report developed the best maps of the City to that date.
- * The "1973 Economic Survey" reviewed various demographic and environmental statistics and focused on economic conditions, City services and transportation. The survey noted that "tourism and recreation is by far the strongest economic potential of the area".
- * The "1973 Open Space Element" reviewed that portion of planning and categorized Open Space lands. (This 1973 element is reviewed in depth within the 1984 Open Space Conservation Element).
- * The 1979 Land Use and Housing Elements were the most ambitious to date. This document took into account additions to the City up to Mott Airport and the washout of the Prospect Avenue Bridge. This effort broke Dunsmuir into four planning areas and followed the State mandate to categorize Land Uses within the City.



This 1979 Planning document also served as the genesis for the major structural rehabilitation and historic preservation efforts that have taken place since that time

Map LU-3 serves as an apropos starting point for decision making in this 1985 Land Use Element. Areas C & D identified on this Map are commonly known as North and South Dunsmuir respectively. The 1979 plan notes that use patterns in these areas "are likely to continue", and are "fully committed to urban form".

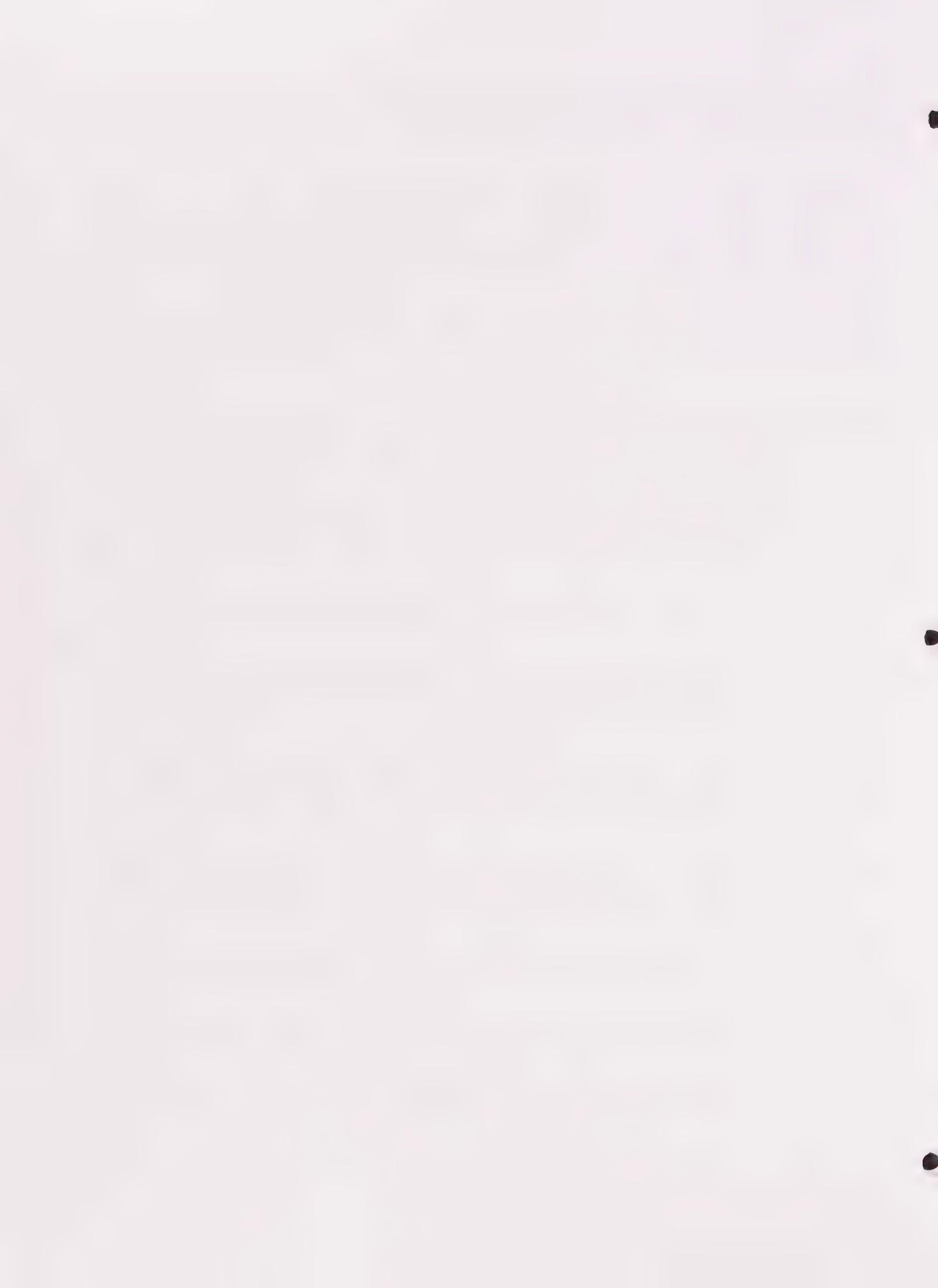
Area A & B were the designated growth areas for Dunsmuir 1979 and a discussion of their relevance and actual development to date seems in order.

Area A, that area adjacent to Mott Airport was designated in 1979 for four major changes.

- 1) Industrial Development paralleling and on both sides of I-5.
- 2) An open space corridor buffer east of the airport.
- 3) Mixed residential development to the east of the airport and open space buffer.
- 4) A new road paralleling I-5 to the east and serving the new residential area.

The status of these developments in Area A as of 1985 is as follows:

- * The new paved road has been taken south from the airport but ends abruptly at St. Germain Foundation land holdings.
- * The proposed industrial development has only taken place west of I-5 at Mott Road. The development consists of a CAL-TRANS maintenance station and a building supply store.
- * Dunsmuir Avenue/Stage Coach Road is paved from just north of Mott Road Interchange to the Hedge Creek area. Neither this road nor the interchange are shown in the 1979 plan.
- * No residential development has taken place east of the airport.
- * No open space buffer has been developed east of the airport.
- * The City annexed the airport and a strip area to the south (east side of I-5) in 1965.



Area B (Map LU-3) contains those lands paralleling I-5 north of Hege Creek and south of Mott. The 1979 Plan called for mixed residential and some minor open space development in this area as well as extension of the road east of I-5 called for in Area A. This proposed road would merge with Siskiyou Avenue at the North Dunsmuir I-5 interchange and has not yet been built.

No residential development has taken place or is contemplated in Area B as of 1984. A major subdivision (Mossbrae) has been platted and accepted on County land west of the railroad and Interstate 5. Mossbrae cannot be successfully developed at this time due to the topography and the washout and abandonment of its primary access: The Prospect Avenue Bridge. No plans are contemplated for renewed vehicular access over the river at Prospect Avenue.

Areas C & D, as already noted, are fully developed. A 28 unit subdivision (Youngblood) has been accepted by the City off of Siskiyou Avenue, just south of the North Dunsmuir interchange on lands within the City. The developer is proposing a three phase development with additional increments of 32 and 29 units. All lots are destined for single family homes.



LAND USE CLASSIFICATIONS AND DENSITY

The 1979 Land Use and Housing Element categorized land uses into nine classifications. Cities may classify land using criteria developed at the local level but such criteria must be developed. Zoning should generally adhere to these classifications. The classifications must be broad enough to encompass all the possible complementary uses within the district (e.g. churches in a residential area) but narrow enough to prohibit obviously conflicting usage (e.g. nuclear power plant in a single family area). Cities may choose any number of rational land use classification criteria. Other communities' categories range in number from 8 - 17.

The classifications developed in 1979 were specific to Dunsmuir. They included such unique features as a "Tourist-Commercial" Area which must be "easily accessible from I-5".

There are only four segments of the 1979 classifications that appear to need additional work and clarification due to changes since that date.

1) Geological Hazard Zones

The Public Safety and Seismic Safety Elements define a number of areas subject to erosion or landslides. Those elements call for the City, by a certain date, to define which parcels are affected and establish Geological Hazard overlays on those parcels to control and direct environmentally and physically sound development.

2) Historic District

The City has developed by ordinance a Historic District encompassing most of downtown Dunsmuir. This ordinance mandates a variety of facade and other controls in the area.

3) Mobile Home Subdivisions

Dunsmuir adopted an ordinance in 1981 which allowed mobile homes in any residential area provided they are put on a permanent foundation.

4) Urban Reserve

The area adjacent to Mott Airport on the East and South.

Other than the above addenda the 1979 Land Use classifications are reinstated as follows:



LAND USE CLASSIFICATIONS

SINGLE-FAMILY RESIDENTIAL

1. Applies to all planning areas.
2. Minimum lot size: 6,000 square feet interior lots; 6,500 square feet corner lots.
3. Height limitations: 2½ stories, or 35 feet.
4. Off-street parking: 2 spaces for each dwelling unit.

MIXED RESIDENTIAL USES

1. Applied in currently undeveloped areas north of the North Dunsmuir I-5 interchange.
2. For property less than 15% slope.
3. Based on land: 100% may be SFR, however up to 40% may be multiple-family, consistent with density requirement of the multiple-family category.
4. Clustering -- Planned Unit Developments to be encouraged.
5. For land in excess of 15% slope: the City will develop a slope ordinance to establish development standards (See Geological Hazard Management Area).
6. Open space and active recreation area dedication; or fees in lieu of land, required for development.
7. Maximum height: 2½ stories, or 35 feet.
8. Parking: 2 off-street parking spaces per dwelling unit.

MULTIPLE-FAMILY RESIDENTIAL

1. Applied in all areas.
2. Transition between commercial and single-family areas.
3. Maximum density: 40 units per acre.
4. Maximum height: 2½ stories, or 35 feet.
5. Parking: 1½ off-street parking spaces for each dwelling unit.

TOURIST-COMMERCIAL

1. Freeway locations/primary arterial streets (Dunsmuir Avenue Access).
2. Easily accessible from I-5 freeway.
3. Parking adequate to meet tourist commercial uses, i.e., motels, restaurants, gift shops, service stations.
4. Landscaping required.



5. Maximum lot coverage by structures: 80%
6. Maximum height: 2½ stories, or 35 feet.

DOWNTOWN COMMERCIAL

1. 100% lot coverage.
2. No off-street parking required.
3. Commercial uses: retail, professional offices, tourism.
4. Maximum height: 4½ stories, or 70 feet.

GENERAL COMMERCIAL

1. Wide range of uses: commercial and service commercial activities.
2. 80% lot coverage by structures.
3. Off-street parking required commensurate with commercial use.
4. Landscaping required.
5. Maximum height: 2½ stories, or 35 feet.

INDUSTRIAL

1. Maximum lot coverage: 80%
2. Parking commensurate with industrial use and intensity of use.
3. Landscaping required and buffers required between industrial and residential uses.
4. Maximum height: 4½ stories, or 70 feet.
5. Outdoor storage must be screened and fenced.

SERVICE COMMERCIAL

1. Currently undeveloped areas north of the North Dunsmuir I-5 interchange.
2. 80% lot coverage.
3. Small site; 1 acre or less.
4. Located on major street.
5. Adequate parking to meet service needs.
6. Landscaped perimeter (screening).
7. Maximum height: 2½ stories, or 35 feet.

HISTORIC

1. Historic District - Generally between Oak & Spruce, Shasta & Sacramento Avenues is Nationally certified Historic District.



2. Ordinance 457 (8/82) sets strict standards for development and renovation including facades, signs and paint; defines landmarks; sets up Historic District Management Commission; limits demolition; allows Historic Easements.

GEOLOGICAL HAZARD MANAGEMENT

1. Sites showing historic landslide or flood propensities.
2. Development controlled for each parcel based upon site characteristics.
3. Specific parcels to be designated by City Council by 12/31/85 and controls developed.

FLOOD HAZARD

1. Areas defined in City and U.S. HUD flood hazard maps.
2. Development controlled by existing City ordinance.

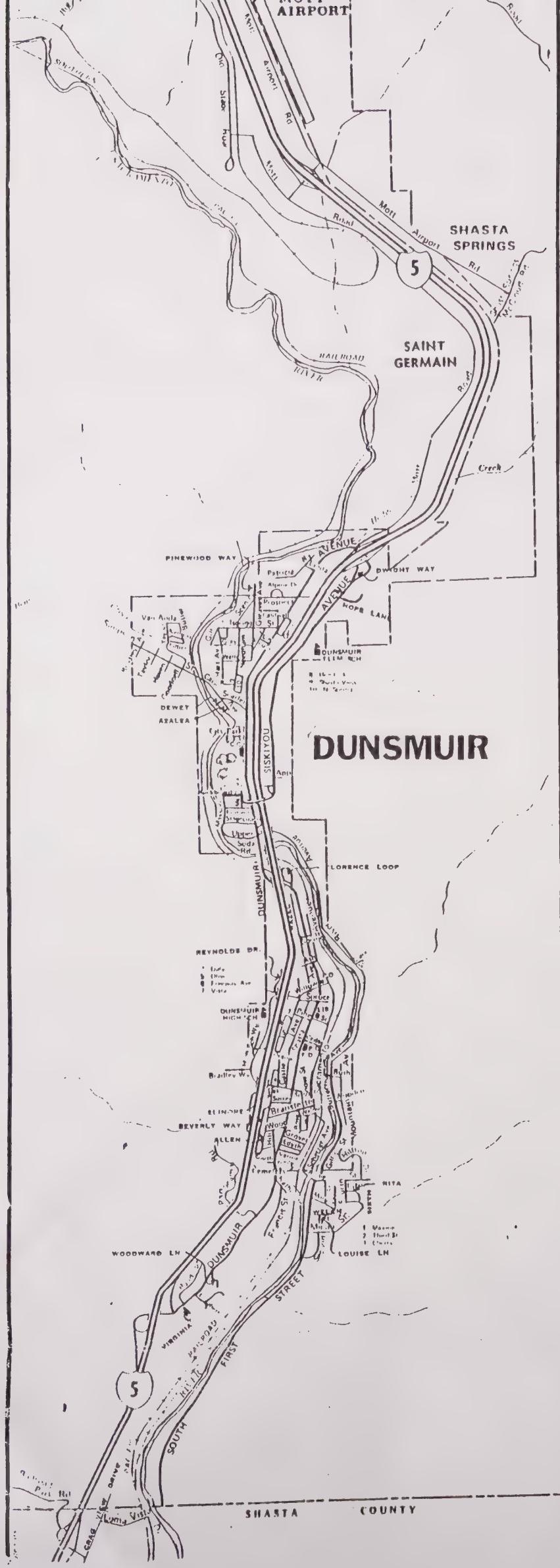
SCENIC HIGHWAY

1. Corridors defined in Scenic Highway Element.
2. Controls to be developed by City Council.

URBAN RESERVE

1. The area to the East and South of Mott Airport.
2. Designates areas where the development of urban uses may be directed in the future with appropriate general plan consideration of proposed uses. More immediate land uses should be low intensity and not preclude future planning and development opportunities of the area.
3. Planned developments are encouraged.
4. Minimum parcel size = 160 acres.

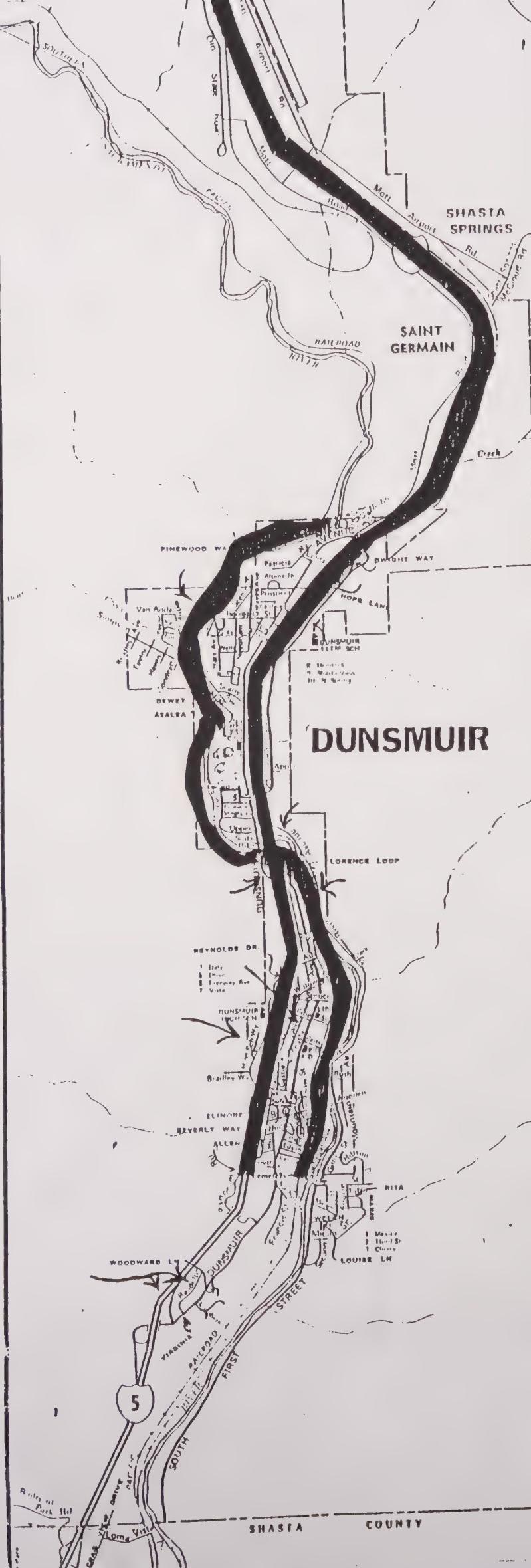




DUNSMUIR

LU 1





DUNSMUIR
LAND USE ELEMENT-1984
HAZARD AREAS

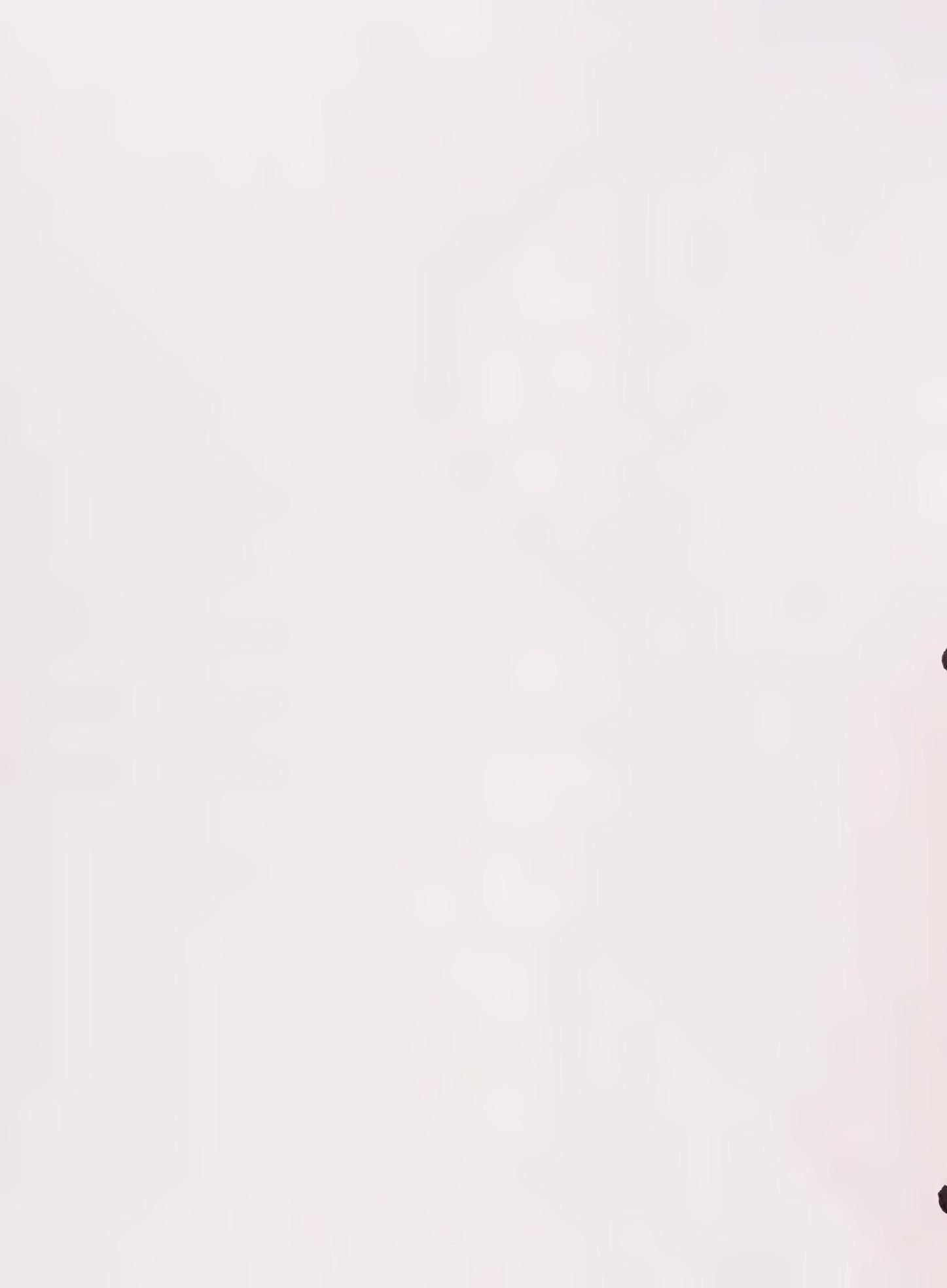
LEGEND:

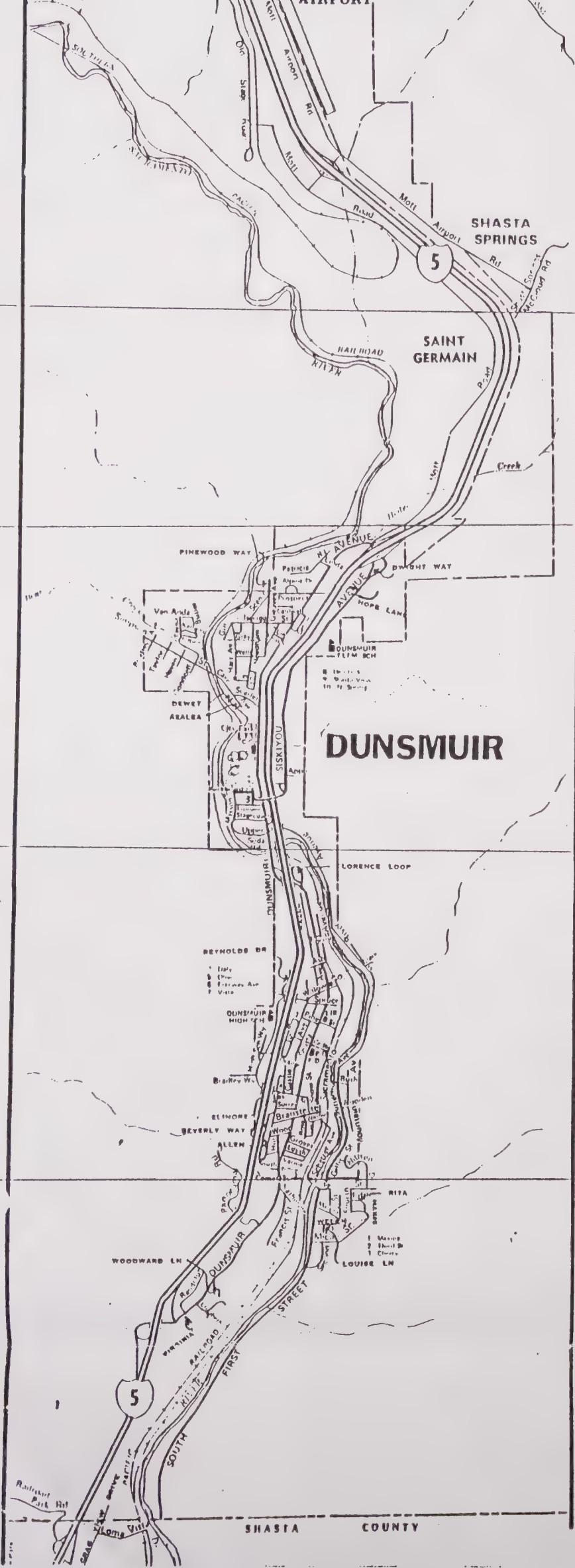
HIGH NOISE AREAS-
(See Noise Element)

LANDSLIDE AREAS-
(See Seismic Safety Element)

FLOOD HAZARD AREAS-
(See Public Safety Element)

LU-2





AREA A
MOTT AIRPORT

AREA B
HEDGE CREEK-NORTH

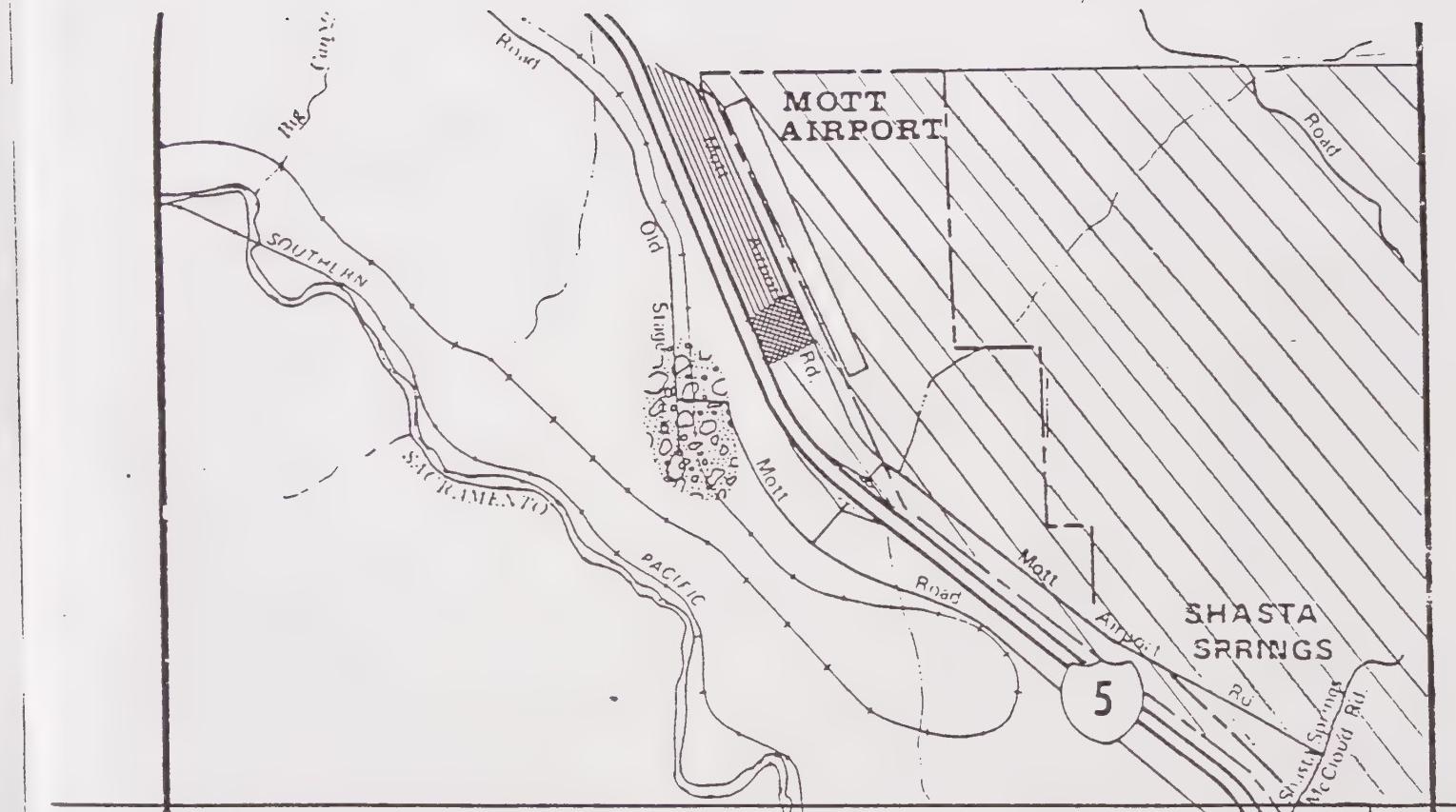
AREA C
NORTH DUNSMUIR

AREA D
SOUTH DUNSMUIR

DUNSMUIR
LAND USE ELEMENT-1984
PLANNING AREAS

LU-3





LAND USE

LEGEND:

||||| MIXED RESIDENTIAL

█████ INDUSTRIAL

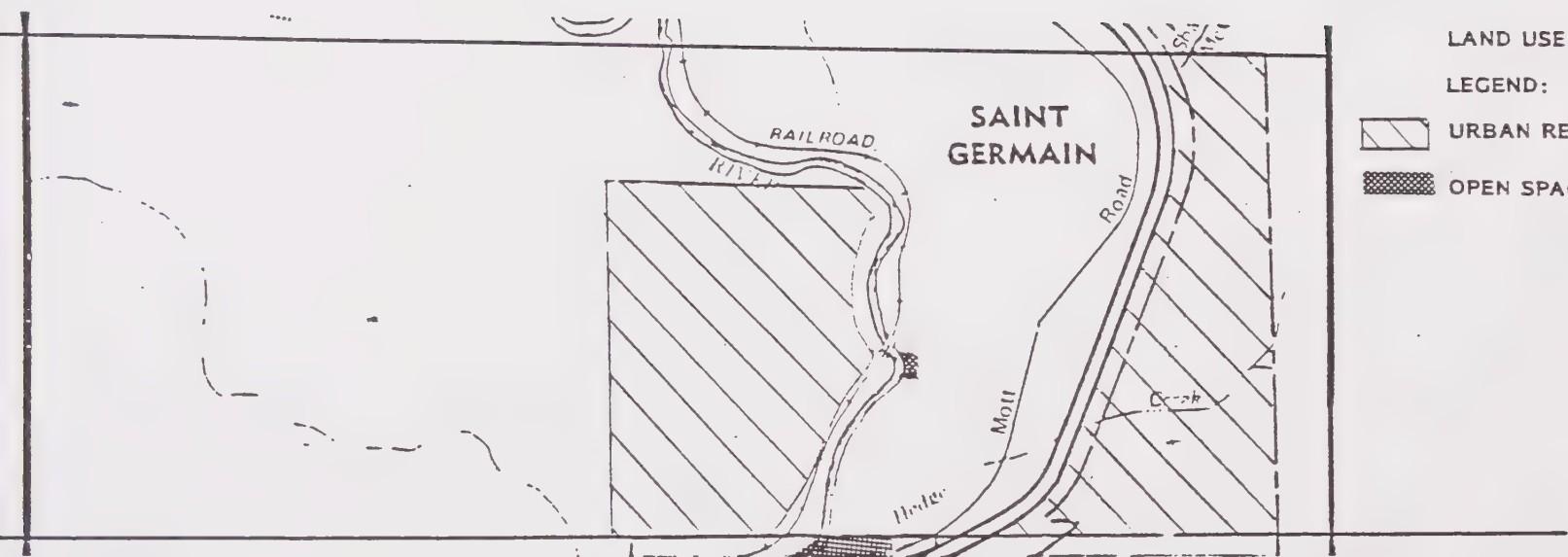
█████ OPEN SPACE

\\\\\\\\ URBAN RESERVE

AREA A
MOTT AIRPORT

LU-4





LAND USE

LEGEND:

URBAN RESERVE

OPEN SPACE

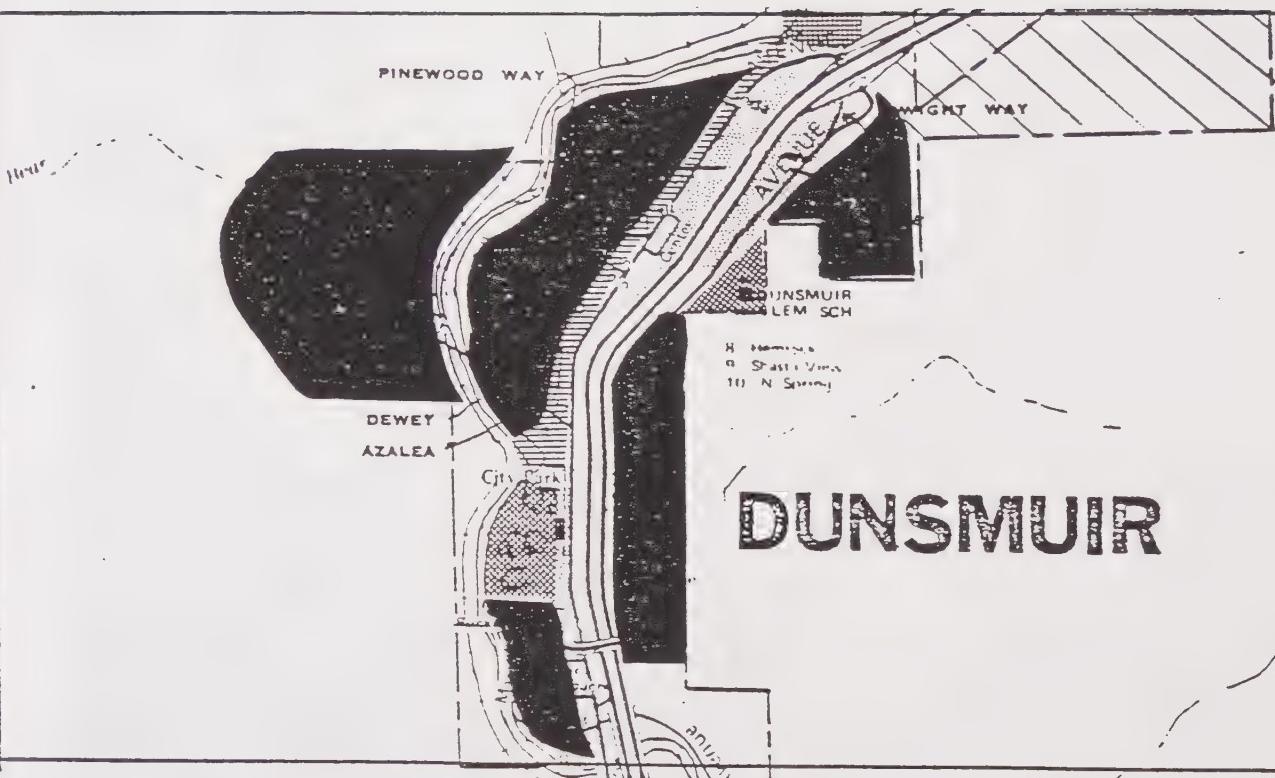
AREA

B

HEDGE CREEK-NORTH

LU-5





LAND USE

LEGEND:

- SINGLE FAMILY
- MULTI-FAMILY
- TOURIST-COMMERCIAL
- OPEN SPACE
- URBAN RESERVE

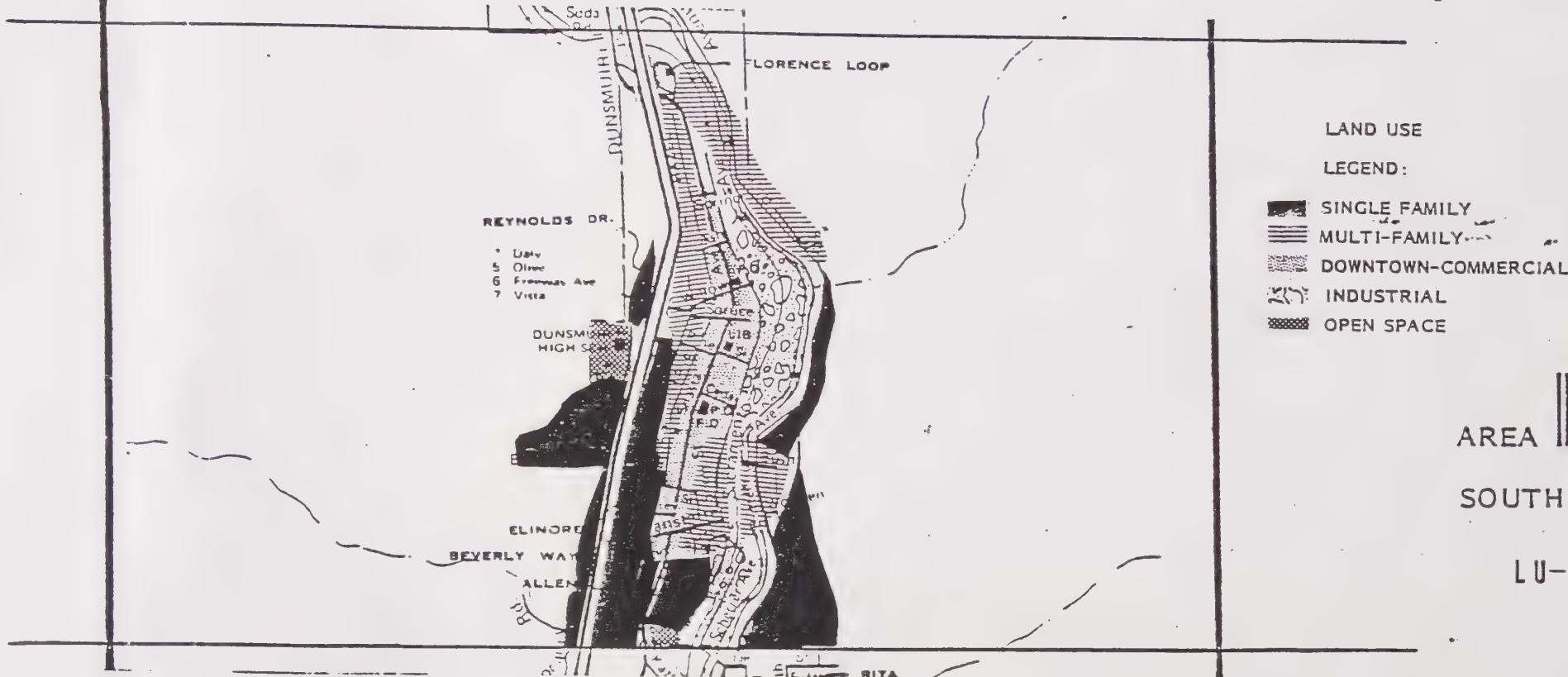
AREA



NORTH DUNSMUIR

LU-6









INTRODUCTION

In the State of California, the provisions of adequate and affordable housing is a great need and a desirable goal. The California Government Code Section 65580(a) states that "the availability of housing is of vital statewide importance and the early attainment of decent housing and a suitable living environment for every California family is a priority of the highest order".

The Housing element, one of nine elements mandated by State Law, involves extensive guidelines and regulations in its preparation. Chapter 3, Article 10.6 of the Government Code Section 65580 et. seq. addresses the major requirements of a Housing Element. Section 65583 states as follows:

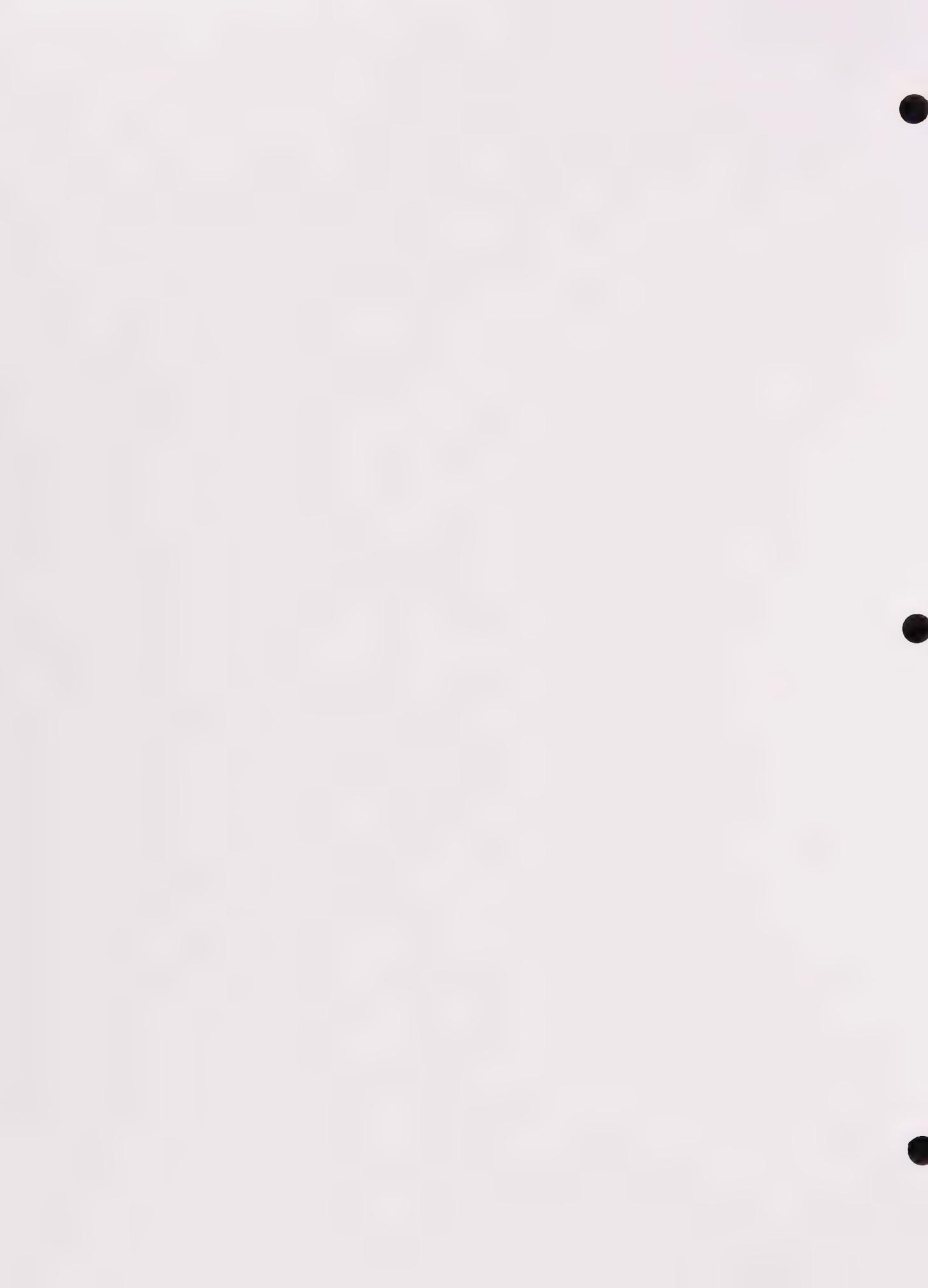
"the housing element shall consist of an identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, and schedule programs for the preservation, improvement, and development of housing. The housing element shall identify adequate sites for housing, including rental housing, factory built housing, and mobilehomes, and shall make adequate provision for the existing and projected needs of all economic segments of the community.

The City of Dunsmuir's 9 year program begins on 4/1/83 and terminates on 4/1/92. The goals, objectives and policies are targeted to be implemented during this period.

The Housing Element of the City of Dunsmuir is comprised of two parts: DATA ASSESSMENT AND HOUSING NEEDS (based primarily on 1980 census data) and the HOUSING PROGRAM. The first part provides a broad range of information regarding population, household, employment, housing, and other characteristics. Also information on Special Needs Groups is analyzed. Based on this information current and future housing needs are discussed as well as various constraints to meeting these needs. The last part, HOUSING PROGRAM, identifies the City's goal, policies and objectives to meet the identified needs for a 9 year time frame.

This Housing element represents a firm commitment on the part of the City of Dunsmuir to comply with state law. It also signifies the City's commitment to adequate housing for all economic segments of the community.

The City of Dunsmuir attempted to achieve maximum participation in the development of the housing element by convening a formal public hearing to discuss the draft housing element. In addition, all discussions of revisions to the Housing element will be discussed at regularly noticed City Council Meetings.



ABBREVIATIONS

GNC- Great Northern Corporation. A non-profit housing and community development corporation that acts as Dunsmuir's housing agency and implements all of the City's assisted housing programs.

CA HCD-California Department of Housing and Community Development. This state agency has the designated responsibility of administering housing programs in California. CA HCD also has the responsibility of reviewing and recommending changes in a localities Housing Element.

FmHA-Farmer's Home Administration. This federal agency, in the US Department of Agriculture, administers rural housing programs.

HUD-US Department of Housing and Urban Development. This federal agency administers the Community Development Block Grant program which provides funds for housing rehabilitation and new construction in small communities. However, the responsibility for this CDBG program now rests with the CA HCD.



DATA ASSESSMENT AND HOUSING NEEDS



I) POPULATION CHARACTERISTICS:

A) Past, Present and Future Trends.

Figure 1 plots the population in the City of Dunsmuir and Siskiyou County from the early 1900's until 1992. Siskiyou County has experienced relatively steady population growth but Dunsmuir's population history has been quite erratic.

According to the 1980 census, Dunsmuir's population on 4/1/80 was 2253. This was an increase of only 39 persons since 1970 for an annual growth rate of only 0.18%. Projecting this growth rate to 4/1/83, an estimated 2265 persons are currently living in Dunsmuir and on 4/1/92 it is projected that the population will be 2285.

B) Group Quarters Population. (none)

C) Ethnicity.

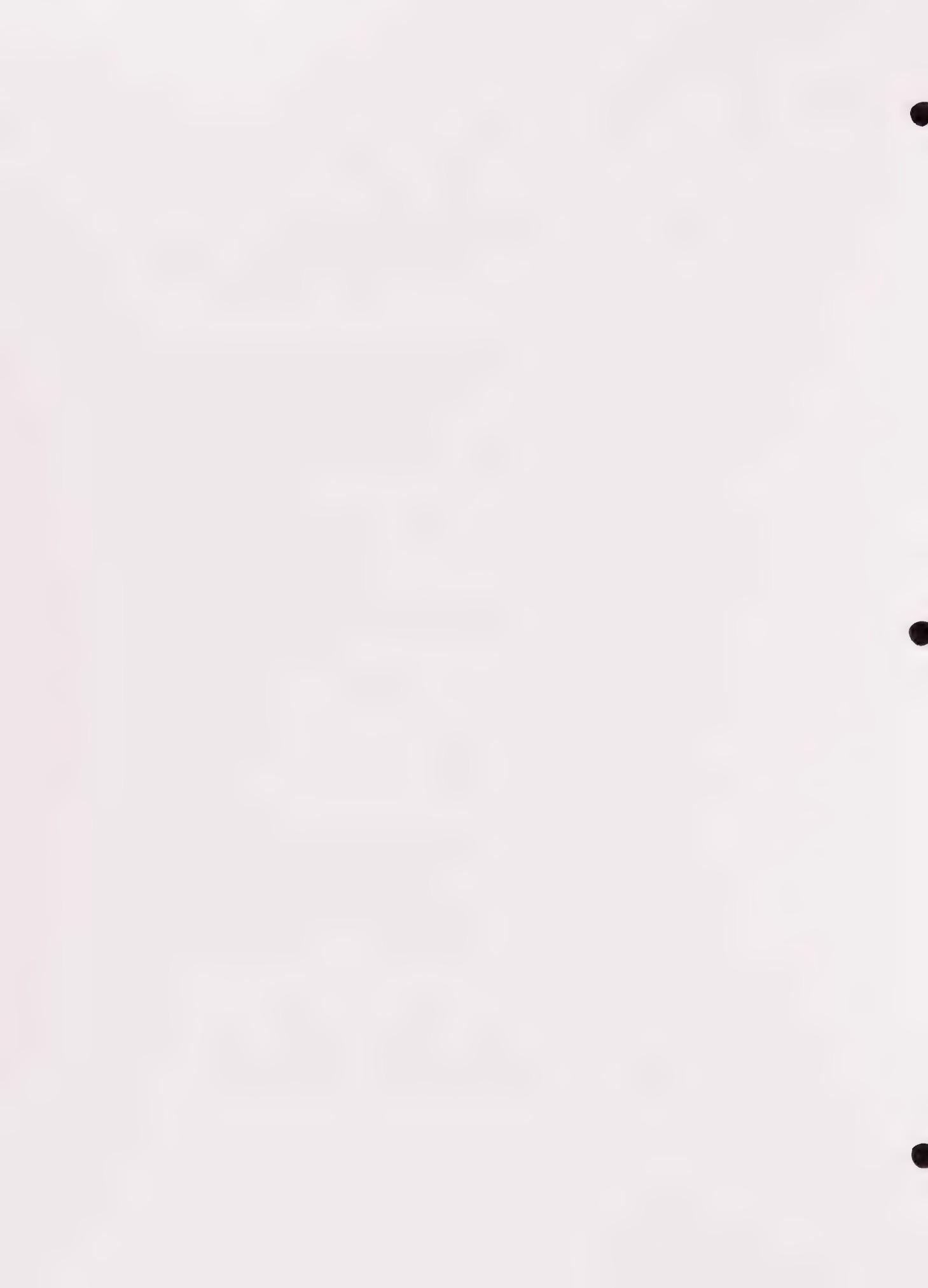
According to the 1980 census, the ethnic composition of Dunsmuir's population is as follows:

ETHNICITY	NUMBER OF PERSONS	% OF POP.
White	2002	88.9
Spanish surname	187	8.3
Asian	35	1.6
Black	29	1.3

These figures are comparable to Siskiyou County as a whole. Due to their small number, minority persons will not be treated separately in this element. However, future updates will include a reevaluation of the housing needs of minority persons to determine if special consideration is warranted.

D) Age Distribution and Characteristics.

According to the 1980 census, 48.6% of the population was male and 51.4% was female. Population by age interval is as follows:

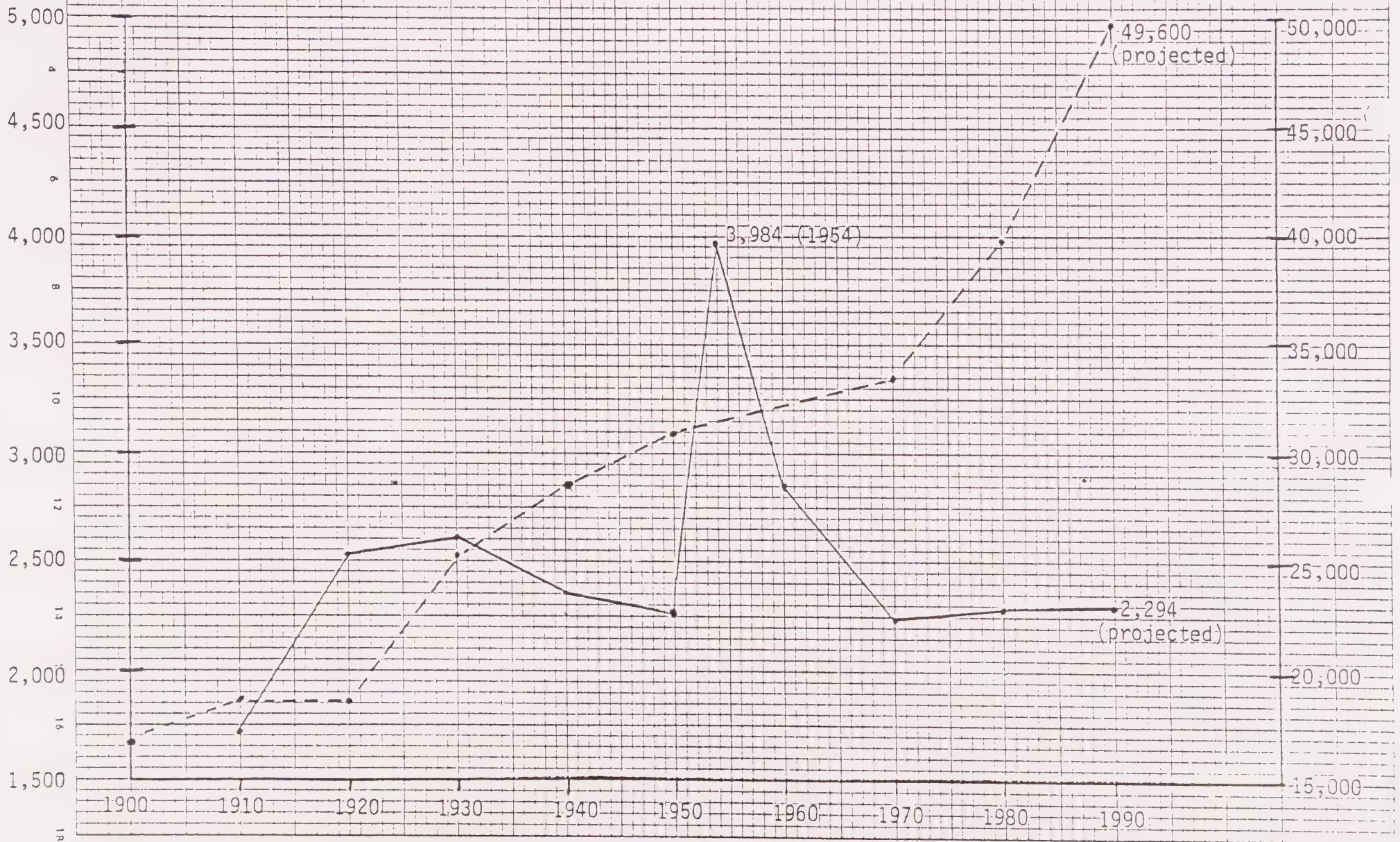


DUNSMUIR CITY POPULATION

SISKIYOU COUNTY POPULATION

FIGURE 1-POPULATION

SOURCES: 1980 CENSUS, CA DEPARTMENT OF
FINANCE, & DUNSMUIR MASTER PLAN





AGE	MALE	FEMALE
Less than 5	96	83
5-9	90	104
10-14	70	59
15-19	85	67
20-24	56	75
25-29	89	104
30-34	90	68
35-44	105	100
45-54	99	103
55-61	105	120
62-64	43	43
65+	168	231
Total	1,096	1,157
Median Age	33.4 yrs	36.9 yrs

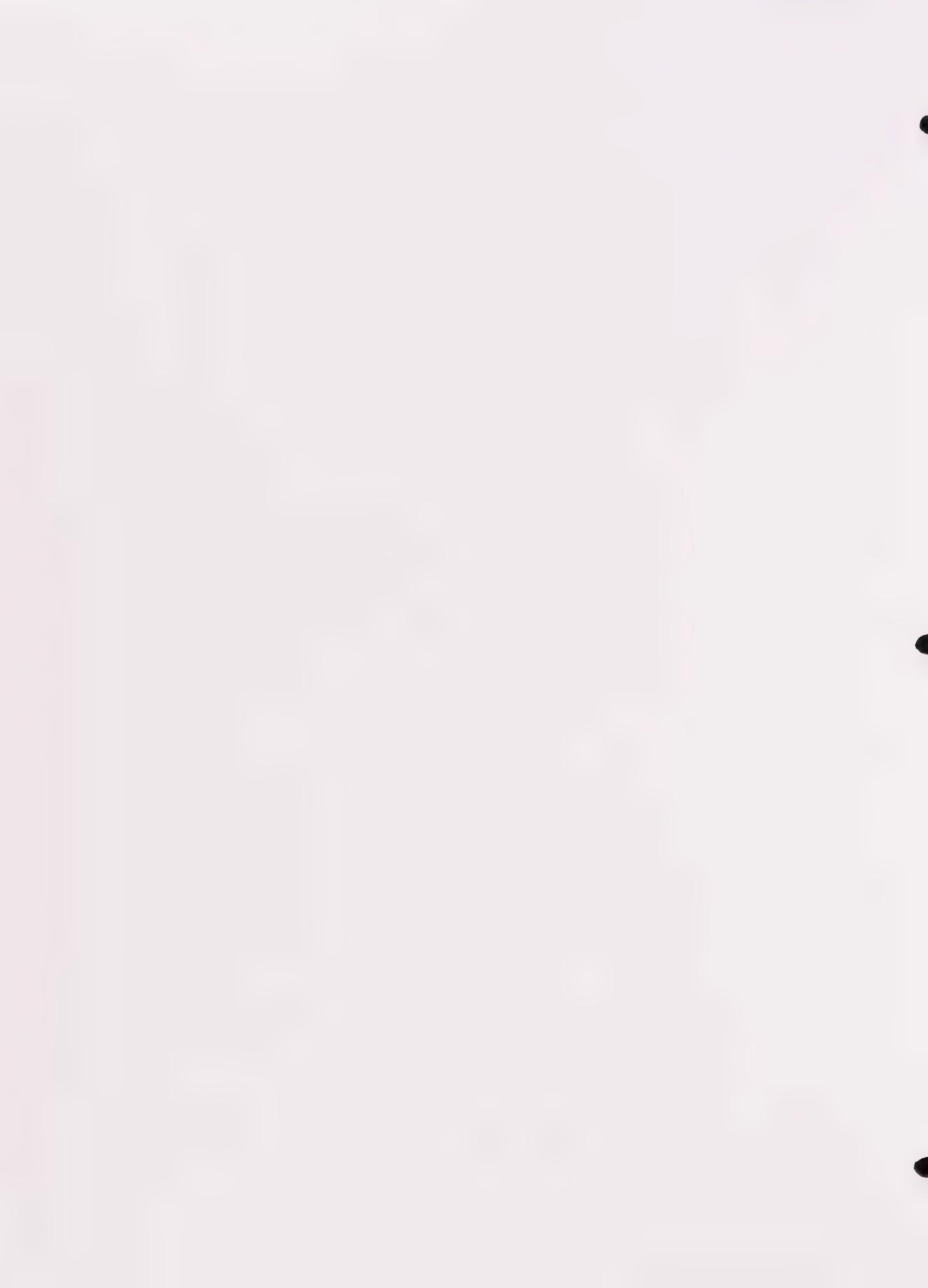
In 1970 the median age of Dunsmuir's population was 40.4 years of age, almost 6 years older than the 1980 figure. This is puzzling considering the fact that persons 65+ years of age increased from 16.3% of the population 1970 to 17.7% in 1980. A closer analysis of the census data suggests that a loss of older persons in the 18-64 age interval was overshadowed by an increase in younger persons in this same interval.

E) Employment Trends.

Historically, the major industries in Dunsmuir have been transportation (Southern Pacific Railroad) and the lumber/wood processing groups. However, in recent years retail trade has surpassed the lumber/wood processing industry as the co-dominant employer. Figure 2 provides information regarding Siskiyou County employment group projections and 1980 census data regarding the employment characteristics.

The southern Pacific Railroad employed an estimated 15% of the local workforce of 893 persons (1980 census). Historically Dunsmuir's prosperity has been directly linked to that of the Southern Pacific Railroad.

Since population growth is expected to be relatively stable during the 9 year planning period, the employment picture is not expected



to change very much. the only disruption would be an unexpected curtailment or reduction in Railroad operations.

The 1982-83 Labor Market Newsletter (California Employment Development Department) predicts that service and retail trade occupations will provide the most employment opportunities. Manufacturing, construction, and government industries are expected to provide only stable or reduced employment opportunities. Siskiyou County information is applicable to the employment environment in the City of Dunsmuir.

Unemployment was 27.1% in 1979 and the current rate in Siskiyou County is 16%. Unemployment in Dunsmuir for the 9 year planning period is expected to mirror that of Siskiyou County. The state of the national economy will directly affect the local employment picture especially in the areas of lumber/wood processing and construction.

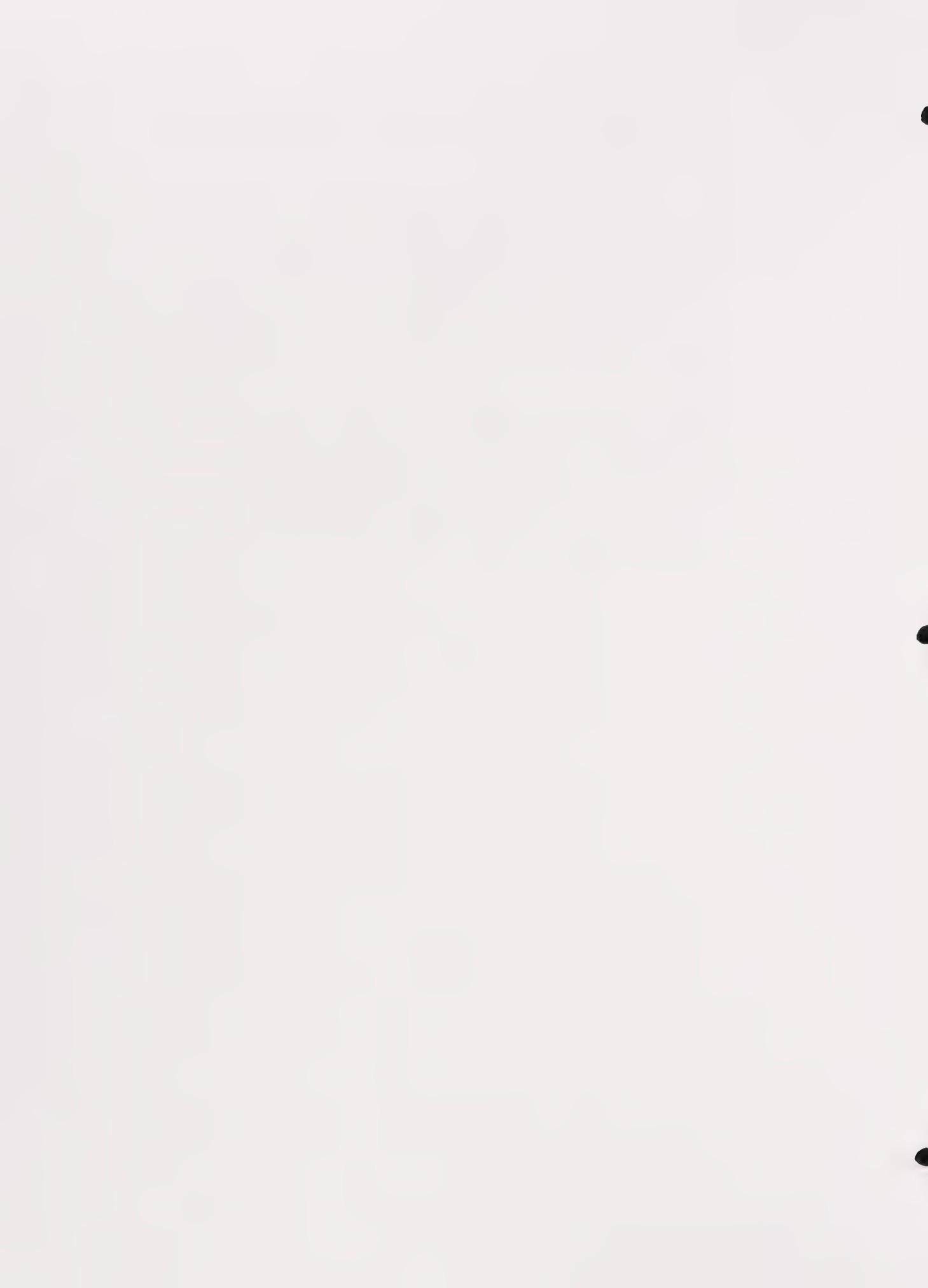
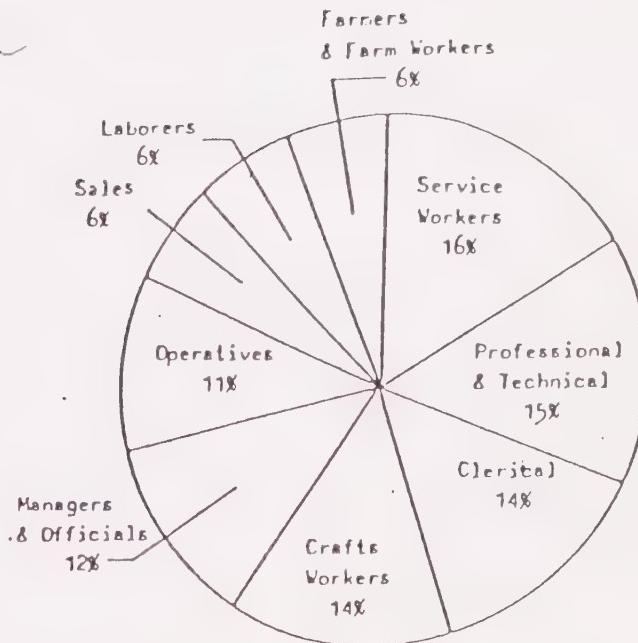


FIGURE 2
EMPLOYMENT INFORMATION



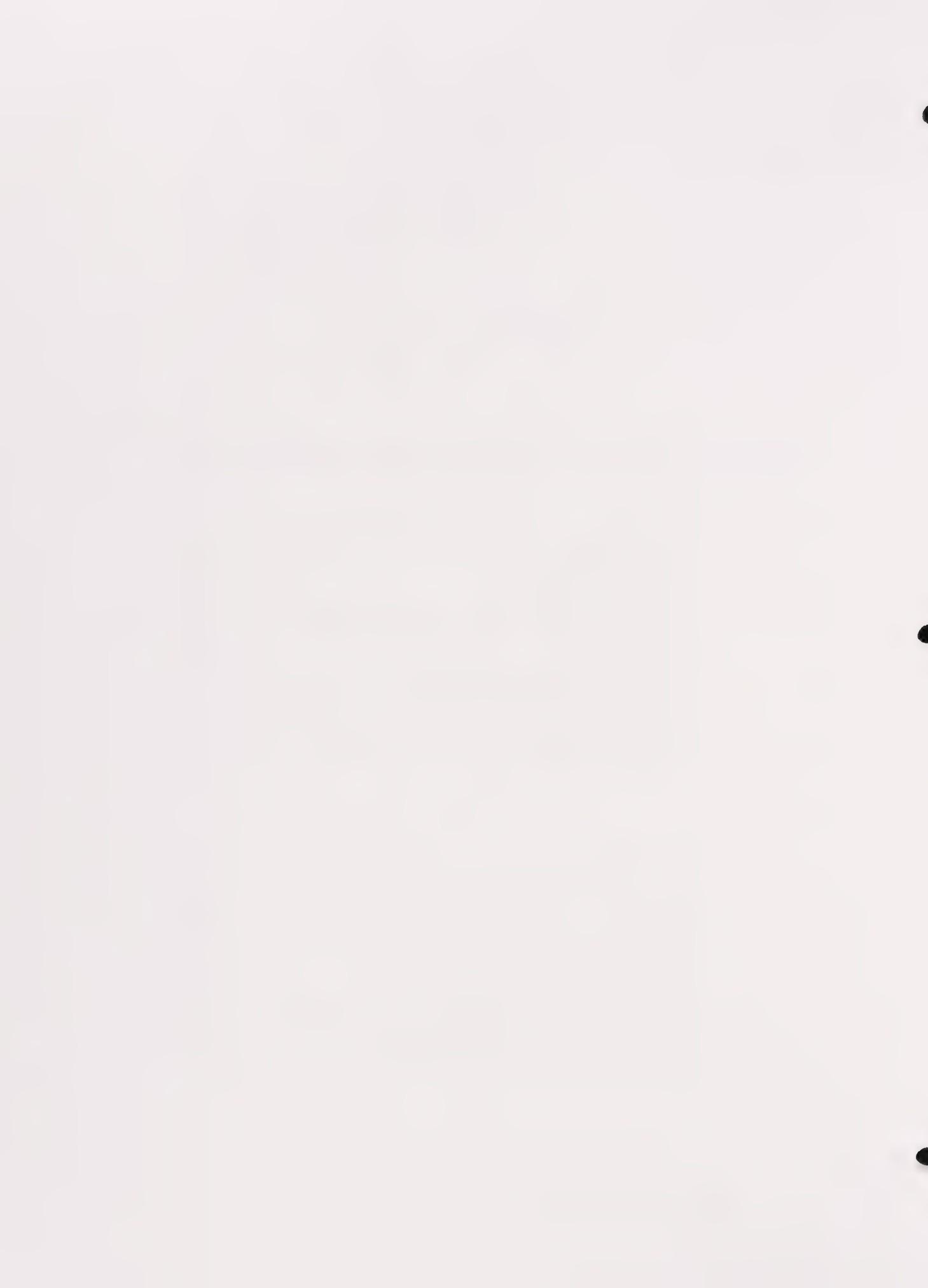
Source: Projections of Employment by Industry and Occupation 1980-85, Mount Shasta Region (Lassen, Modoc, Plumas, Shasta, Siskiyou, Tehama, and Trinity counties).

INDUSTRY

AGRICULTURE, FORESTRY, FISHERIES & MINING	11
CONSTRUCTION	46
NONDURABLE GOODS MFG	6
DURABLE GOODS MFG	39
TRANSPORTATION	165
COMMUNICATIONS & OTHER PUBLIC UTILITIES	24
WHOLESALE TRADE	6
RETAIL TRADE	181
FINANCE, INSURANCE, REAL ESTATE	45
BUSINESS & REPAIR SERVICES	
PERSONAL, ENTERTAINMENT, RECREATION SERVICES	
HEALTH SERVICES	
EDUCATIONAL SERVICES	
OTHER PROFESSIONAL & RELATED SERVICES	
PUBLIC ADMINISTRATION	

OCCUPATION

EXECUTIVE, ADMINISTRATIVE, MANAGERIAL	6
PROFESSIONAL SPECIALTY	6
TECHNICIANS & RELATED SUPPORT	8
SALES	101
ADMINISTRATIVE SUPPORT, INCLUDING CLERICAL	99
PRIVATE HOUSEHOLD	4
PROTECTIVE SERVICE	15
SERVICE, EXCEPT PROTECTIVE & HOUSEHOLD	104
FARMING, FORESTRY & FISHING	8
PRECISION PRODUCTION, CRAFT & REPAIR SERVICES	71
MACHINE OPERATORS, ASSEMBLERS & INSPECTORS	18
TRANSPORTATION & MATERIAL MOVING	128
HANDLERS, EQUIPMENT CLEANERS, HELPERS & LABORERS	43



II) HOUSEHOLD CHARACTERISTICS:

A) Current and Projected Households.

According to the 1980 census, there were a total of 960 households in Dunsmuir. California Department of Finance estimates that there were 941 households on 1/1/82. City Staff feels that the actual number of households on 4/1/83 is 950. Using the CA HCD Siskiyou County Housing Needs Plan, 8/84 the projected number of households in Dunsmuir on 7/1/92 will be 962.

B) Household Composition.

The mean household size is 2.36 persons according to the 1980 census.

COMPOSITION	# OF HOUSEHOLDS	%
1 person:		
male	122	12.8
female	168	17.6
2+ persons:		
married couple	537	56.2
Other family:		
male householder	27	2.8
female householder	71	7.4
Non-family:		
male householder	23	2.4
female householder	8	0.8

C) Income.

According to the 1980 census household income composition is as follows:

HOUSEHOLD INCOME	# OF HOUSEHOLDS	%
0 - 2,499	25	2.6
2500 - 4999	127	13.2
5000 - 7499	115	12.0
7500 - 9999	121	12.6
10,000-12,499	109	11.4
12,500-14,999	60	6.2
15,000-17,499	81	8.4
17,500-19,999	49	5.1
20,000-22,499	55	5.7
22,500-24,999	32	4.1
25,000-27,499	37	3.9



27,500-29,999	30	3.1
30,000-34,999	48	5.0
35,000-39,999	33	3.4
40,000-49,999	20	2.1
50,000-74,999	11	1.2
75,000+	0	0

Most housing programs are designed to assist households of particular income levels. The California Department of Housing and Community Development (HCD) has defined household income levels as follows:

INCOME LEVEL	DEFINITION
Very Low	0-50% County Median Household income.
Low	51-80% "
Moderate	81-120% "
Above moderate	120%+ "

Applying these definitions to 1980 census (STF 3) data for Siskiyou County (which applies to the City of Dunsmuir) yields the following levels:

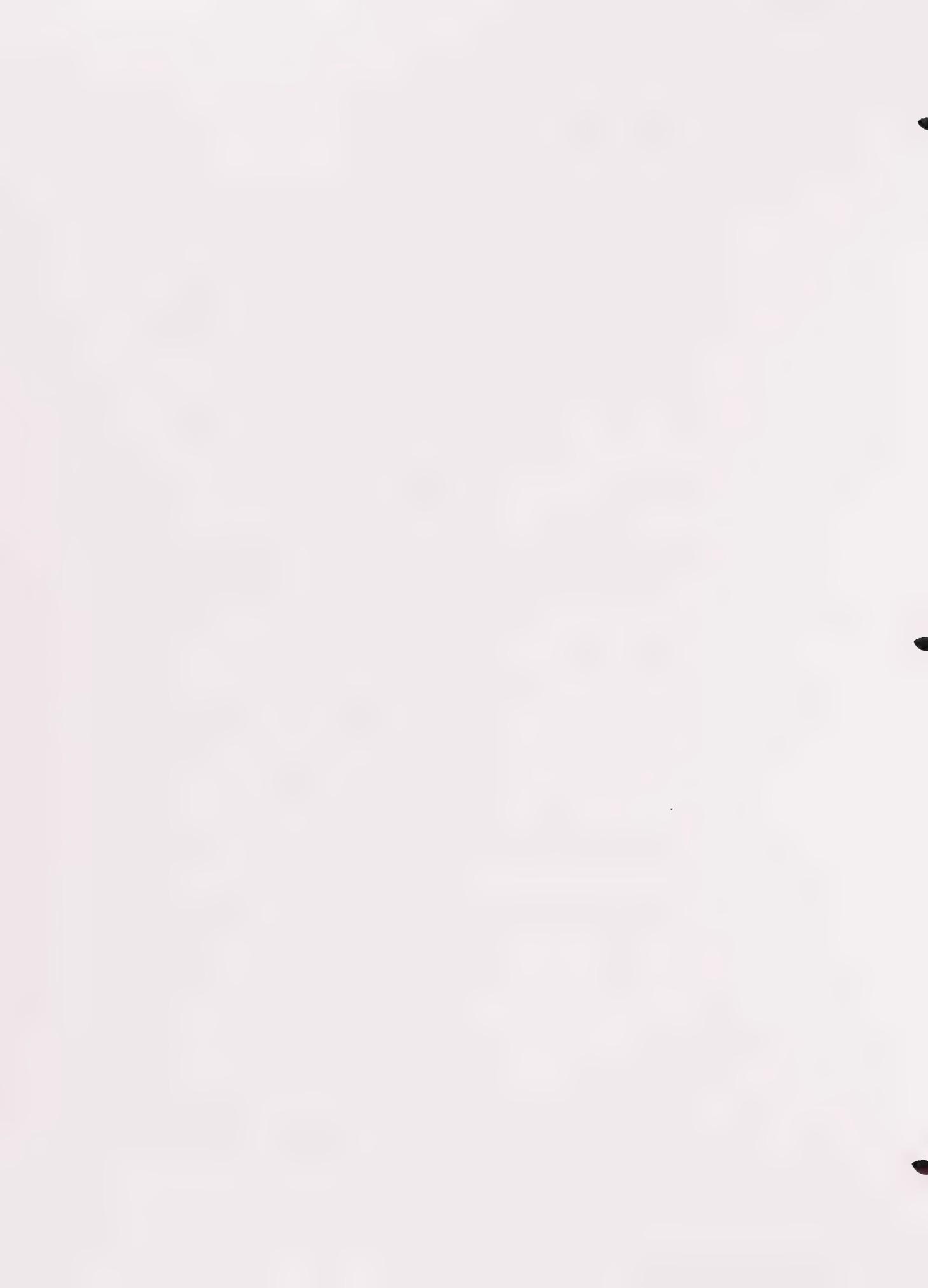
INCOME LEVEL	INCOME LIMITS*
Very Low	Less than \$7,236
Low	Greater than \$7,236 but less than \$11,578
Moderate	Greater than \$11,578 but less than \$17,366
Above moderate	Greater than \$17,366

* Based on a median household income of \$14,472 for Siskiyou County.

The current number of households in each of the income levels in the City of Dunsmuir is as follows:

INCOME LEVEL	% OF HOUSEHOLD	TOTAL#	#RENTER
Very Low	28	262	160
Low	22	206	88
Moderate	21	197	73
Above Moderate	29	272	60

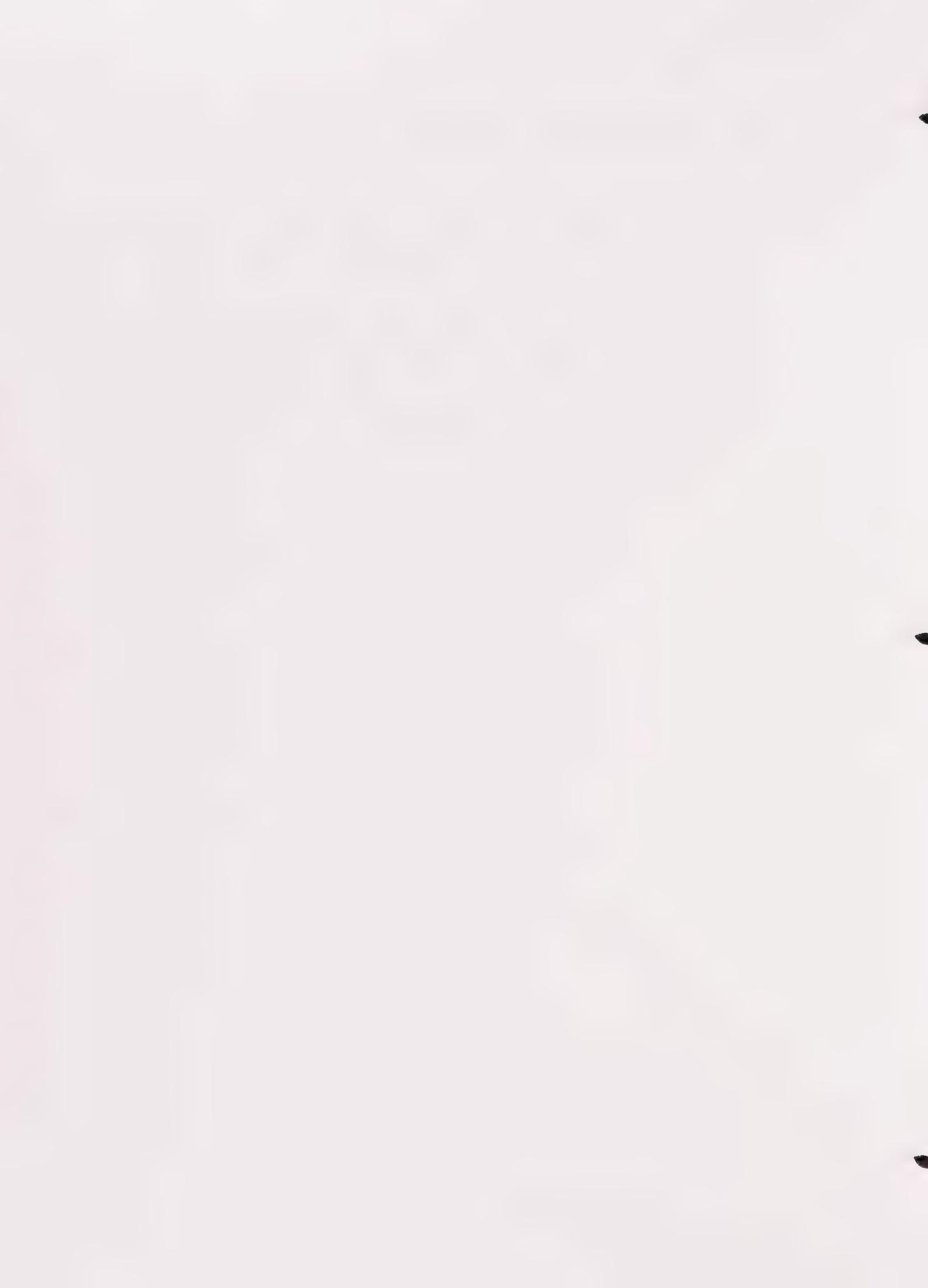
Only 17 new households are projected for the 9 year planning period. Two of the households are projected to be very low income, two are projected to be low



income, one is projected to moderate income, and ten are projected to have moderate incomes. Future updates of this element will adjust figures if they prove incorrect.

The median household income in 1970 was \$8,959 compared to the 1980 figure of \$12,110 (1980 census). The 1980 census reveals that 8.3% of Dunsmuir's families and 11% of the population have incomes below poverty level.

64% of the renter households have incomes below 80% of Siskiyou County median household income computed to an owner-occupied figure of 33.8%. This suggests that special consideration be given for renter households with lower (less than 80% of County median income) incomes. Further discussion will be in the Housing Program section of this element.



D) Special Needs Household Groups

1) ELDERLY

1980 Census data reveal 485 (274 are female) persons 62+ years of age. This represents 21.5% of the citywide population; compared to an overall Siskiyou County figure of only 16%. The reasons for this disparity are believed to be the following:

- Dunsmuir is a relatively older community than the others in the surrounding area.
- Less expensive and more plentiful rental units.
- There are relatively more multiple unit complexes in the downtown area than in surrounding communities. These smaller units are ideally suited for a one or two person elderly household.
- The commercial district is compact making shopping easier for the less ambulatory elderly population.
- Many Southern Pacific Railroad employees, after visiting Dunsmuir many times during their careers, decide to retire here.
- Recreational activities such as fishing, sunbathing, etc. are within easy walking distance from anywhere in Dunsmuir.

According to the 1980 Census:

<u>HOUSEHOLD</u>	<u>W/PERSONS 60+</u>	<u>W/PERSONS 65+</u>
1 Person	176	148
2 Persons:		
Family	217	153
Non-family	7	5

The number of households with the householder 65+ years of age is 278. Of this total 95 or 34% are renter households compared to an overall Siskiyou County figure of 22%. Female householders far outnumber male householders - 110 to 42. (All data from 1980 Census).

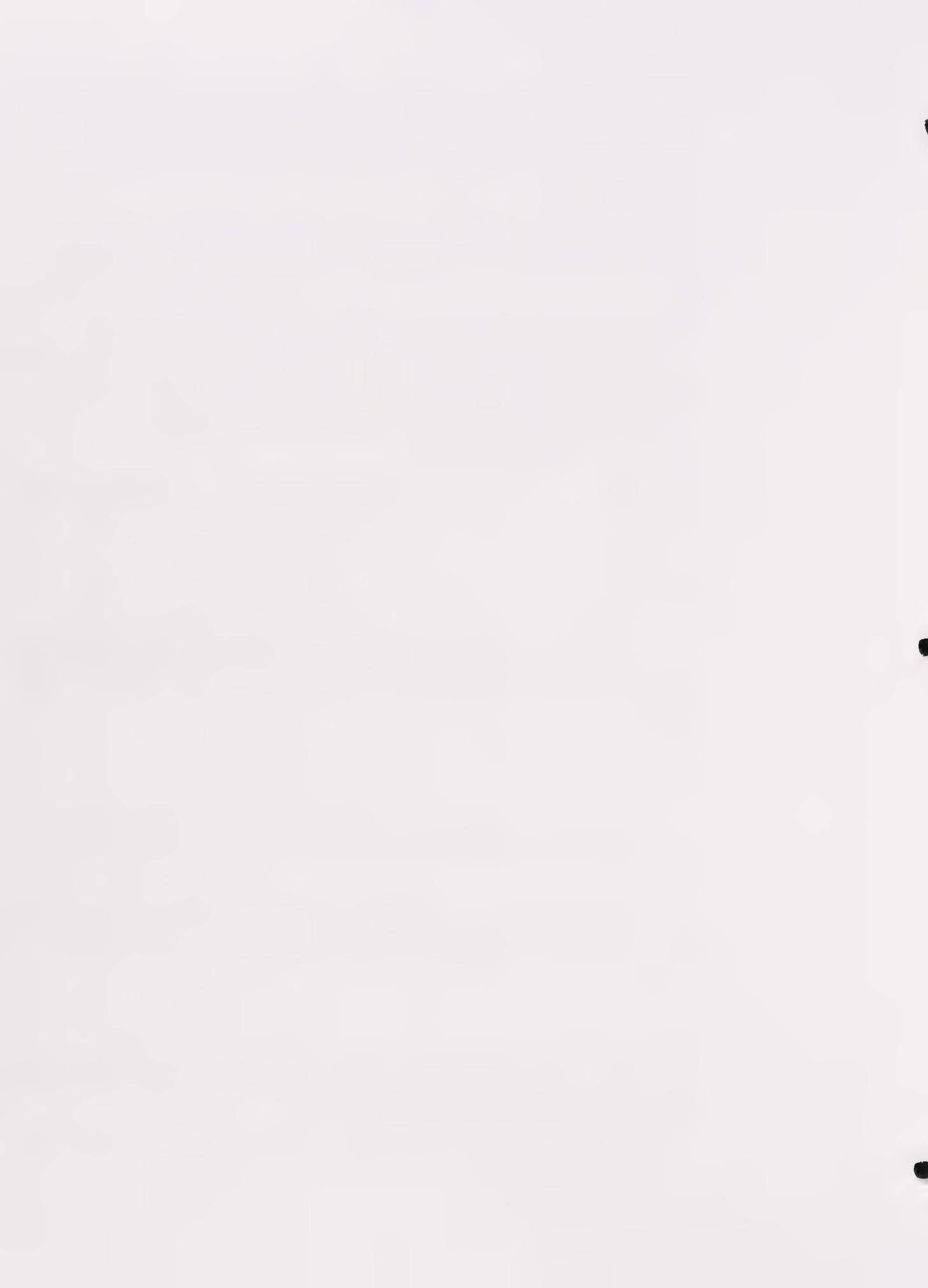
7% of the population 60+ years of age have incomes below the poverty level compared to a citywide figure of 11% (1980 Census).

The trend towards an older population has been noted state and nation-wide and is expected to continue in the City of Dunsmuir. Further discussion of the housing needs of the elderly will be included in the Housing Program section of this Element.

2) LARGE FAMILIES

1980 Census figures reveal that there are 71 households containing 5 or more persons, with 27 of these being renter households. The 1978 HAP estimated that there were 109 large families, which obviously was an overstatement.

There has been no indication of housing problems associated



with large families. Considering the fact that there are 549 units with 5 or more rooms (1980 Census) and the current 16% vacancy rate, no special provision is made for this needs group. However, future updates of this Element will include a reevaluation of the housing needs for large families.

3) HANDICAPPED

The Housing Element Guidelines define handicapped as "persons determined to have physical impairment or mental disorder which is expected to be of long-continued or indefinite duration and is of such a nature that the person's ability to live independently would be improved by more suitable housing conditions." The 1980 Census provides data on work and public transportation disabilities. An assumption for this discussion will be made that persons prevented from working and using public transportation meet the Guidelines definition. City staff realizes that these figures overstate the problem.

297 persons (56 are 65+ years of age) are handicapped by the above definition in Dunsmuir. The 1978 HAP projects a need of 60 low income elderly/handicapped housing units. City staff feel that this is an excessive goal, with 45-50 being a more appropriate goal for LOW INCOME elderly/handicapped units. The City has made major advances in this area as will be discussed later in this Element.

4) FEMALE-HEADED HOUSEHOLDS

1980 Census data reveal that 247 female-headed households are in Dunsmuir. This represents 25.7% of the total households. 168 are one person households with the majority being elderly and 79, or 8.2% of the total households in Dunsmuir have 2 or more persons. 28.2% of the female-headed households have incomes below the poverty level which is much higher than the citywide figure of 11% but less than the Siskiyou County female-headed household figure of 37.4%.

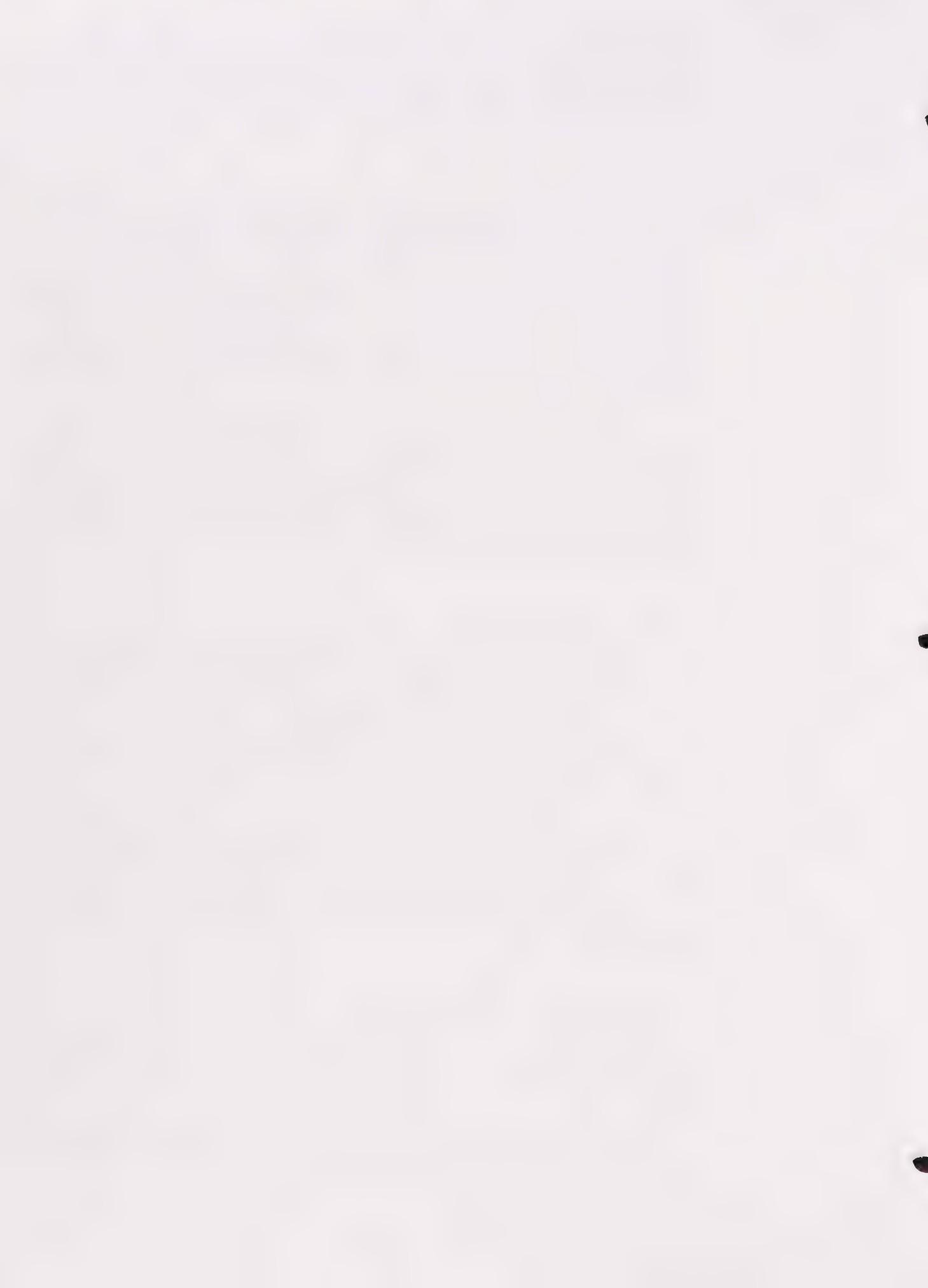
Considering the high vacancy rate and low rents in Dunsmuir plus the successful operation of the HUD Section 8 Rental Assistance Program (more on this later), no special provision is made for this needs group. However, future updates of this Element will include a reevaluation of the housing needs of female-headed households.

5) OVERCROWDED HOUSEHOLDS

According to the 1980 Census:

<u>PERSONS PER ROOM</u>	<u>TOTAL</u>	<u>RENTER</u>
1.01 - 1.50	27	20
1.51+	6	5

Considering the fact that only 3.4% of the total households live in overcrowded conditions plus the low rents in Dunsmuir, no



special provision is made for this needs group. However, future updates of this element will include a reevaluation of the housing needs for over crowded households.

6) LOWER INCOME HOUSEHOLDS OVERPAYING FOR HOUSING

The Housing Element Guidelines require an analysis of the number of very low and lower income households paying more than 25% of their incomes for housing. According to the 1980 census, the breakdown for these groups is as follows:

HOUSEHOLD	OWNER-OCCUPIED		RENTER OCCUPIED	
	#	% OF TOTAL	#	% OF TOTAL
Very Low*	33	5.8%	127	33%
Lower**	30	5.2%	49	12.7%
Total	63	11.0%	176	45.7%

*Defined as households with incomes less than \$7,236/yr.

**Defined as households with incomes greater than \$7,236 but less than \$11,578/yr.. (See section II C) pages 3 & 4 of this element for further discussion.)

7) FARMWORKERS

The City of Dunsmuir lies in a narrow canyon and is unsuitable for farming. Therefore, no special provision is made for this group. However, future updates of the housing element will include an analysis of the housing needs of farmworkers should they exist at that time.

8) HOMELESS

According to City and County officials, persons without shelter is not a problem in the City. the only area of concern is with "battered" women or men and the Siskiyou Domestic Violence Program has a facility in nearby Yreka and motel vouchers to house these "homeless" victims. Therefore, no special provision is made regarding this group;



III) HOUSING CHARACTERISTICS

A) General

According to the 1980 Census, there were a total of 1126 housing units in the City. A review of the building permits for the 4-1-80 - 4-1-83 period shows that 4 new single family dwellings were constructed making the current housing unit total 1130.

<u>YEAR ROUND UNITS</u>	<u># OF UNITS</u>
1 room	48
2 rooms	53
3 rooms	144
4 rooms	282
5 rooms	275
6+ rooms	274

<u>SINGLE-FAMILY</u>	<u>MOBILE HOMES</u>	<u>2 UNITS</u>	<u>3-4UNITS</u>	<u>5+ UNITS</u>
765	31	94	72	161

The median rooms per unit is 4.5

SOURCE:1980 CENSUS

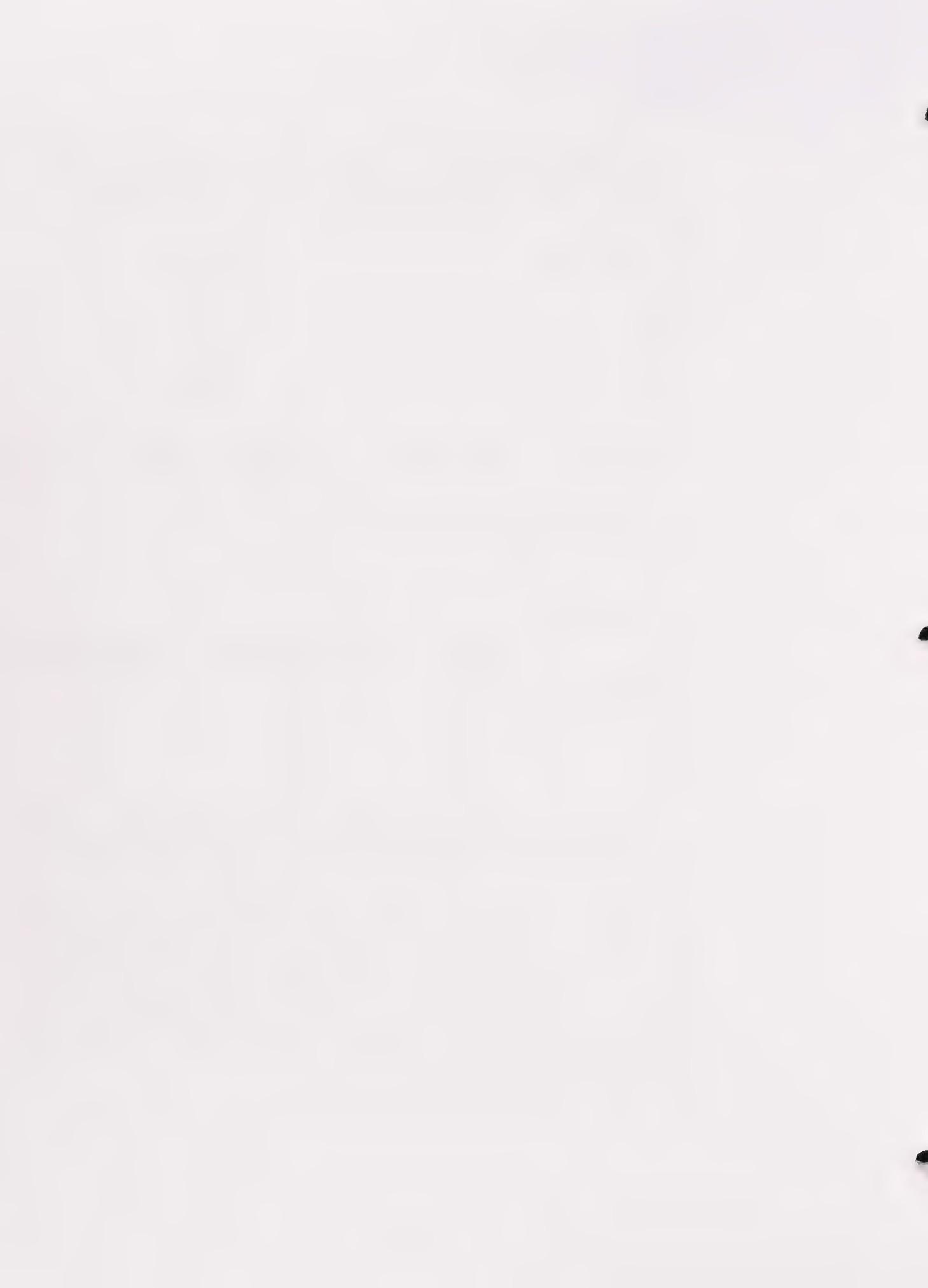
B) Tenure/Occupancy

<u>TYPE</u>	<u>TOTAL</u>	<u>TOTAL OCCUPIED</u>	<u>RENTER OCCUPIED</u>
1, Detached	719	677	164
1, Attached	7	5	5
2	92	60	36
3 or 4	71	52	45
5+	161	137	128
Mobile	31	25	7

Total year round housing units as of 4-1-83 is 1081. Renter-occupied units comprise 40.4% of the total. The median and mean persons per unit was 2.05 and 2.36 persons/unit respectively.

The vacancy rate was 11.1% of which 9.2%(of the total vacant) were vacant for sale, 37.3% were vacant for rent, and 53.3% were vacant-other (mostly summer or vacation homes). Updated Department of Finance vacancy rate figures for 1-1-82 show a Citywide rate of 16% with 10.5%(of the total housing units) vacant-owner occupied and 1.9% vacant-renter occupied and the remainder were vacant-not categorized. Based on recent windshield surveys conducted by City staff, the 1.9% rental vacancy rate is quite low with 5% being a more realistic figure.

SOURCE:1980 CENSUS(unless otherwise specified).



C) Age of Housing Units (1980 Census)

YEAR STRUCTURE BUILT YEAR ROUND UNITS	TOTAL (%)	TOTAL OCCUPIED	RENTER OCCUPIED
1979 - 3/80	18(1.6)	14	6
1975 - 1978	23(2.1)	23	5
1970 - 1974	33(3.1)	33	18
1960 - 1969	54(5.0)	49	9
1950 - 1959	125(11.6)	110	39
1940 - 1949	248(23.1)	234	75
1939 or earlier	576(53.5)	493	233

As the above table illustrates, the housing stock in Dunsmuir is quite old. 511 of the 576 homes that were constructed prior to 1940 are located in south Dunsmuir. This suggests that housing rehabilitation programs be targeted in south Dunsmuir. The City has made great efforts towards this end as will be discussed later in this Element.

D) Housing Costs/Value

VALUE OF UNIT (OWNER OCCUPIED)	% OF OWNER-OCCUPIED UNITS
Less than \$25,000	11.5%
\$25,000 - 49,999	38.6%
\$50,000 - 99,000	48.1%
\$100,000 +	1.8%

Median Housing Unit Value = \$50,000

CONTRACT RENT	% OF RENTER-OCCUPIED UNITS
Less than \$100	16.1%
\$100 - 149	31.4%
\$150 - 199	29.4%
\$200 - 249	12.5%
\$250 +	10.6%

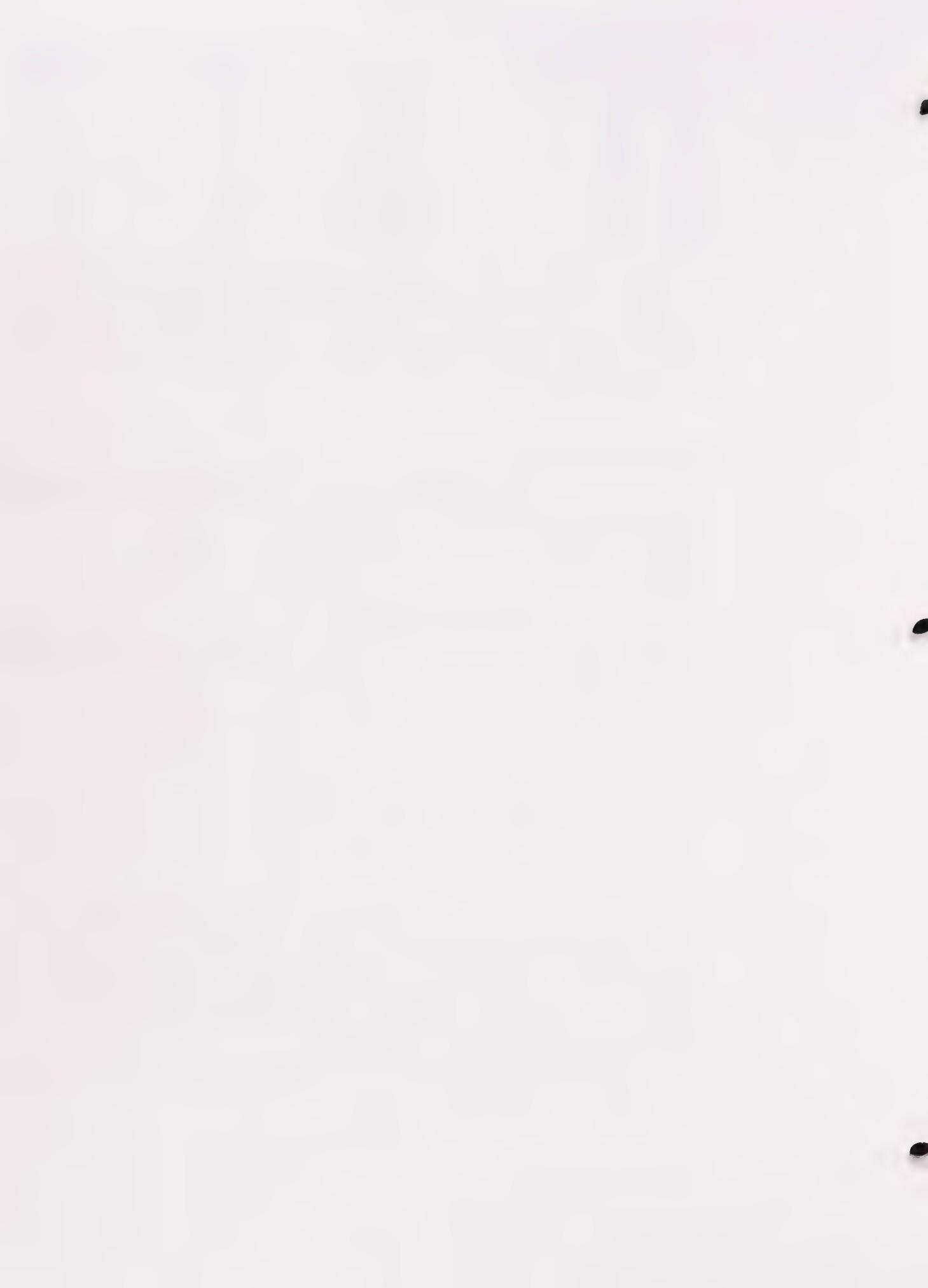
Median Rent = \$155

SOURCE: 1980 CENSUS

E) Housing Conditions

City staff conducted a windshield survey to assess the condition of the housing stock. 63 units (5.6% of the total units) in 50 structures were identified as deteriorated-suitable for rehabilitation. Rehabilitation of these units is necessary to correct existing or potential health and safety hazards. In addition 8 structures have been classified as dilapidated- suitable for demolition.

More detailed discussion on this topic later in this Element.



IV) MISCELLANEOUS

A) Allocation of Fair Share Regional Housing Needs

Section 65584 of the Government Code discusses the requirements for a localities fair share of regional housing needs. Subsection b) states that if an area has no council of governments, HCD shall determine housing market areas and the Fair Share Allocation Plan for the area. To date, HCD has not made the required determination for the Dunsmuir area. The Housing Element will be updated accordingly if a Fair Share Allocation Plan is prepared by HCD.

B) Energy Conservation

Section 65583 of the Government Code requires the Housing Element to address the opportunities for energy conservation with respect to residential development. Rising energy costs have made conservation a prime determinant in home purchase and a necessity in new construction.

Since the vast majority of homes in Dunsmuir are heated by wood and summer cooling is not necessary, the opportunities for energy conservation are confined to weatherization/insulation and water heating. Whenever possible, homes that are rehabilitated by GNC are also weatherized and/or insulated if needed. Retrofitting for solar water heating is an expensive undertaking and not cost effective for single family dwellings considering the canyon location of Dunsmuir(poor sun aspect). However, a combination of solar and wood-burning stove heated water for new single family construction would be cost-effective.

Multiple unit residences with good solar aspects are encouraged to seek solar water heating systems. In fact, HUD CDBG funds were awarded to retrofit the Historic Dunsmuir Hotel with a solar water heating system. This will result in savings of dollars and energy.

GNC is negotiating with the area utility to implement a low-income all electric household weatherization program in the Dunsmuir area. This program will be funded by the utility and the Federal government.

GNC also has approved house plans with passive solar design and potential FmHA 502 or other new construction applicants will be encouraged to utilize these plans for suitable building sites.



V) CURRENT UNMET HOUSING NEEDS

A) Affordability

High interest rates and low median household income contribute to the need for housing that is affordable to owners and tenants. Financing a home purchase or the construction of a new home is a formidable obstacle.

According to the 1980 Census, the median value home is \$50,000 in Dunsmuir. Assuming 20% down, the remaining balance financed at 11 3/4% fixed for 30 years yields a monthly payment of \$470. At the 25% of gross income for housing costs standard for affordability, an income of \$1,880/month or \$22,500 year is required to purchase the home. The 1980 Census revealed that only 22.8% of Dunsmuir's households could meet these criteria.

Housing financing programs for purchase or new construction must take affordability into account.

B) Households Overpaying for Housing

1980 Census data shows that 99 or 17.3% of the total homeowners and 201 or 52.2% of the total renter households are paying in excess of 25% of their gross incomes for housing. Data regarding lower income households overpaying for housing is contained in Section II) D) of this Element.

C) Suitable Building Sites

Map 3 gives details regarding suitable building sites in the City. The attachment to Map 3 gives information on each site regarding suitability for FmHA 502 new construction loans, current zoning, and the availability of City services.

In addition, the proposed Mountain Estates subdivision would add an estimated 50 new building sites in north Dunsmuir.

D) Rehabilitation of the Existing Housing Stock

Dunsmuir's housing stock is quite old with 53.5% constructed prior to 1940. The hillside location and increment weather also exert additional pressure on the stock. Considering the small increase in households projected for the 5 year planning period, rehabilitation, rather than new construction, is the most pressing need in Dunsmuir.

A recent windshield survey identified 63 units (31 are estimated to be renter occupied) in 50 structures in need of rehabilitation. A total need of \$630,000 is estimated using the historic average rehabilitation cost of \$10,000/unit. 43 of the units are located in south Dunsmuir.



VI) FUTURE HOUSING NEEDS:

A) New Construction.

From Section II(A) of this element, a total of 962 households are projected for 7/1/92. Assuming a smaller household size, a phenomenon occurring state and nation wide, an additional 5-10 households may be projected.

OCCUPIED UNITS	1980	1992
Renter	385	391
Owner	571	581
	-----	-----
	956	972
VACANT UNITS		
Vacant for sale	11	14* (9)**
Vacant for rent	45	55 (37)
Vacant-other	64	77 (51)
	-----	-----
	120	146 (97)
Total Vacant	1076	1121 1072

*Assuming a 15% vacancy rate 972 projected occupied units on 7/1/92.

**Assuming a 10% vacancy rate 972 projected occupied units on 7/1/92.

Assuming a 15% vacancy rate, 45 new housing units are needed and assuming a 10% vacancy rate, no new housing units are needed for the 9 year planning period.

B) Rehabilitation of the Existing Housing Stock.

City staff estimate that by 7/1/92 an additional 20-30 units will be deteriorated, suitable for rehabilitation. These are in addition to the 63 units currently identified as needing rehabilitation. These projected "rehab's" are based on staff experience with the local housing stock.



VII) IDENTIFIED CONSTRAINTS:

A) Market.

1) Variable interest rate conditions.

High and fluctuating interest rates preclude most lower income households from purchasing an existing or constructing a new home.¹ High interest rates add to an already excessive cost of housing and fluctuating interest rates tied to variable mortgages create a risk factor few potential home owners are willing to accept for the usual 30 year mortgage period.



2) HIGH CONSTRUCTION COSTS

Inflation and the soaring cost of materials and labor increase the cost of housing. The cost of a basic contractor-built home in Dunsmuir is approximately \$35-40 per square foot.

3) TOPOGRAPHY

The mountainous terrain in Dunsmuir makes site preparation in many areas an expensive undertaking. In addition, the very high groundwater tables in the area makes "earthwork" very difficult for most of the year.

4) HOUSING SPECULATION

Section V)A) of this Element discusses the cost of purchasing a "median value" \$50,000 home in Dunsmuir. Since only 22.8% of City households can theoretically afford to purchase the median value home, many home buyers (especially from 1977-1981) were from out of the area. Although not currently prevalent, housing speculation has left its legacy of high selling prices and abnormally high down payments. The high down payments are required to "pay off" the normally non-assumable loans that were in vogue during this speculation period.

5) COST OF CONSTRUCTION ON UNDEVELOPED LAND

<u>COMPONENT</u>	<u>COST</u>
land	\$10,000
local fees	1,100
site development	2,500
construction*	46,000
TOTAL	\$59,600

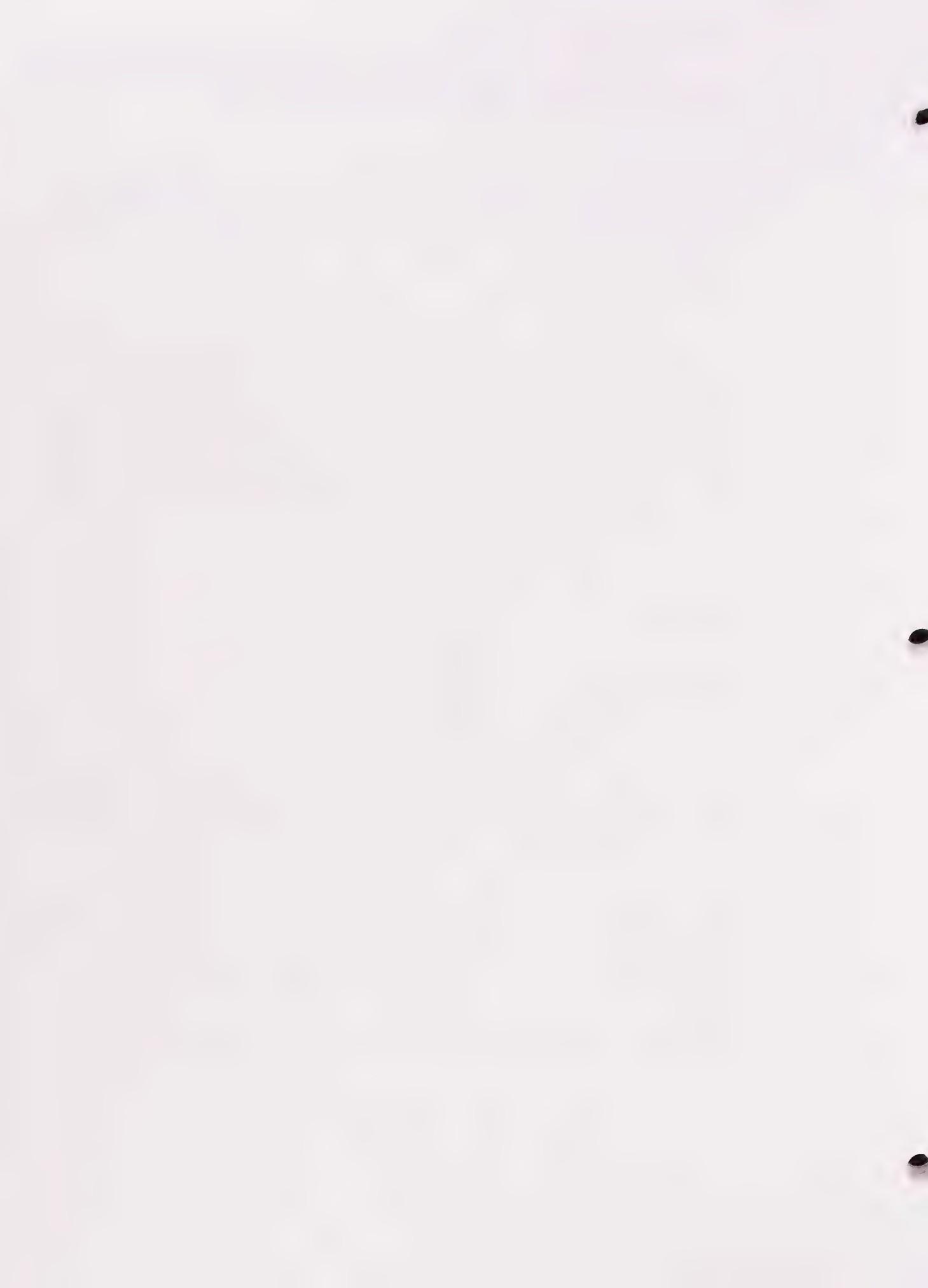
* Basic 2 bedroom 1200 square foot home.

Assuming a 30 year fixed 11 3/4% loan to finance \$50,000 of the cost, the monthly cost to the owner would be \$505 (not including taxes and insurance).

Current home financing terms for various programs are as follows:

<u>RATES/TERMS</u>	<u>CONVENTIONAL</u>	<u>FHA</u>	<u>VA</u>	<u>CALVET</u>
Interest rate	11 3/4-12½%	12%	12%	*
Term	-----	30 year fixed-----		
Down payment	20%	3-5%	n/a	
Points	1.75%	5%	4%	

*Funds are currently not available for CALVET programs.



B) Non-Market Constraints.

1) Local Government Policies.

The City government does not have restrictive subdivision requirements compared to surrounding communities and other in the state. For example, curb, gutters, restrictive site improvements, and CC & R's on housing units are not required. However, nearby communities have such restrictions on housing development.

Building permit fees are set according to Uniform Building Code Standards. The sewer connection fee is \$825 and there is no water connection fee. In addition, there are no special developers, capacity or similar fees. Environmental review requirements are standard.

The City processes all building permits and performs onsite inspections of structures under construction and rehabilitation. Plans are checked for code compliance and conformity with planning and zoning requirements. Typical processing time for single family units is 7-10 working days, with multi-family and subdivisions requiring additional time.

Permits for subdivisions require additional time. The City indicates that a project not requiring an Environmental Impact Report can be processed prior to 12-14 weeks. This processing time frame is well within the time limits imposed by the Permit Streamlining Act. It must be noted that there has been only one subdivision in the last few years.

Mobile homes are allowed on private, individual residential lots with certain restrictions (Chapter 11A of the City Code). The Chapter and its restrictions are within the Government Code as amended by SB 1980, enacted in 1980.

The city has not enacted a so-called "second-dwelling" ordinance, that allows for second homes on existing single lots. However, second dwellings are not feasible in most of Dunsmuir for the following reasons:



The average lot size (5,000 - 7,000 sq. ft.) is too small.

The steep topography of most larger lots precludes the location of a second dwelling.

The existing housing stock consists mainly of one story structures with no potential for "house splitting".

The City utilizes the UBC as its standard. There are no other restrictive or extraordinary zoning or other ordinances that would inhibit housing.

2) Community Facilities.

The problems with the wastewater disposal system in Dunsmuir is the major obstacle to new housing. The RWQCB has issued CEASE and DESIST Order #81-046 on March 27, 1981 which restricts the number of new connections to the sewer system.

The solution of the excessive I/I problem is probably the City's most pressing need. The sewer problems adversely affect housing values, suitability as a business location, and the local prime recreational resources.

In addition, a new sewer line is needed in the southeast portion of town near Hilltop and Gillis avenues. This line would serve 10 existing households and open up an estimated 10-15 new building sites in the City of Dunsmuir.



HOUSING PROGRAM



Section 65583 of the Government Code sets forth the requirements for a localities Housing Program. The program should consist of "a statement of the communities goals, quantified objectives, and policies relative to the maintenance, improvement, and development of housing." It must be emphasized that these goals do not necessarily have to meet the identified needs. The quantified objectives need only "establish the maximum number of housing units that can be constructed, rehabilitated or conserved over a 5 year time frame".

GOAL I

TO PROVIDE FOR THE ACCESSIBILITY OF A DECENT HOME TO ALL CITY RESIDENTS REGARDLESS OF RACIAL, SOCIO-ECONOMIC, SEX, AGE, OR OTHER ARBITRARY FACTOR

A) SUPPORT efforts to eliminate discrimination in rental housing and the purchase of a new home..

- 1) The Dunsmuir City Council has passed Resolution 81-35 supporting Federal and State Fair Housing laws and requiring that persons or agencies undertaking new housing construction projects be advised of this policy at the plan review stage of the permit process.
- 2) Enforce applicable State and Federal laws.
- 3) GNC currently represents the City on the Siskiyou County Housing Resources Board which is a HUD sponsored equal opportunity in housing organization.

B) Encourage housing opportunities for special needs groups.

1) Elderly.

a. In 1981 GNC has provided 33 new housing units for low income elderly persons in the historic Dunsmuir Hotel. The renovation of the Hotel was accomplished utilizing HUD, CDBG, HCD deferred rental rehabilitation and private funds. In addition 20 of the elderly residents in the Dunsmuir Hotel are receiving HUD Section 8 rent subsidies.

b. Encourage other local multiple unit residents to provide for the needs of the elderly. Travelers Hotel was made aware of HCD deferred and CDBG rehab programs.



2) Handicapped.

- a. The units in the Dunsmuir Hotel are also modified to accomodate handicapped person.
- b. Units to be rehabilitated that are occupied by handicapped persons will be modified accordingly and barriers will be removed during the rehabilitation.
- c. FY 80 HUD CDBG funds in the amount of \$21,625 was expended to construct 50 handicapped sidewalk access ramps in downtown Dunsmuir.

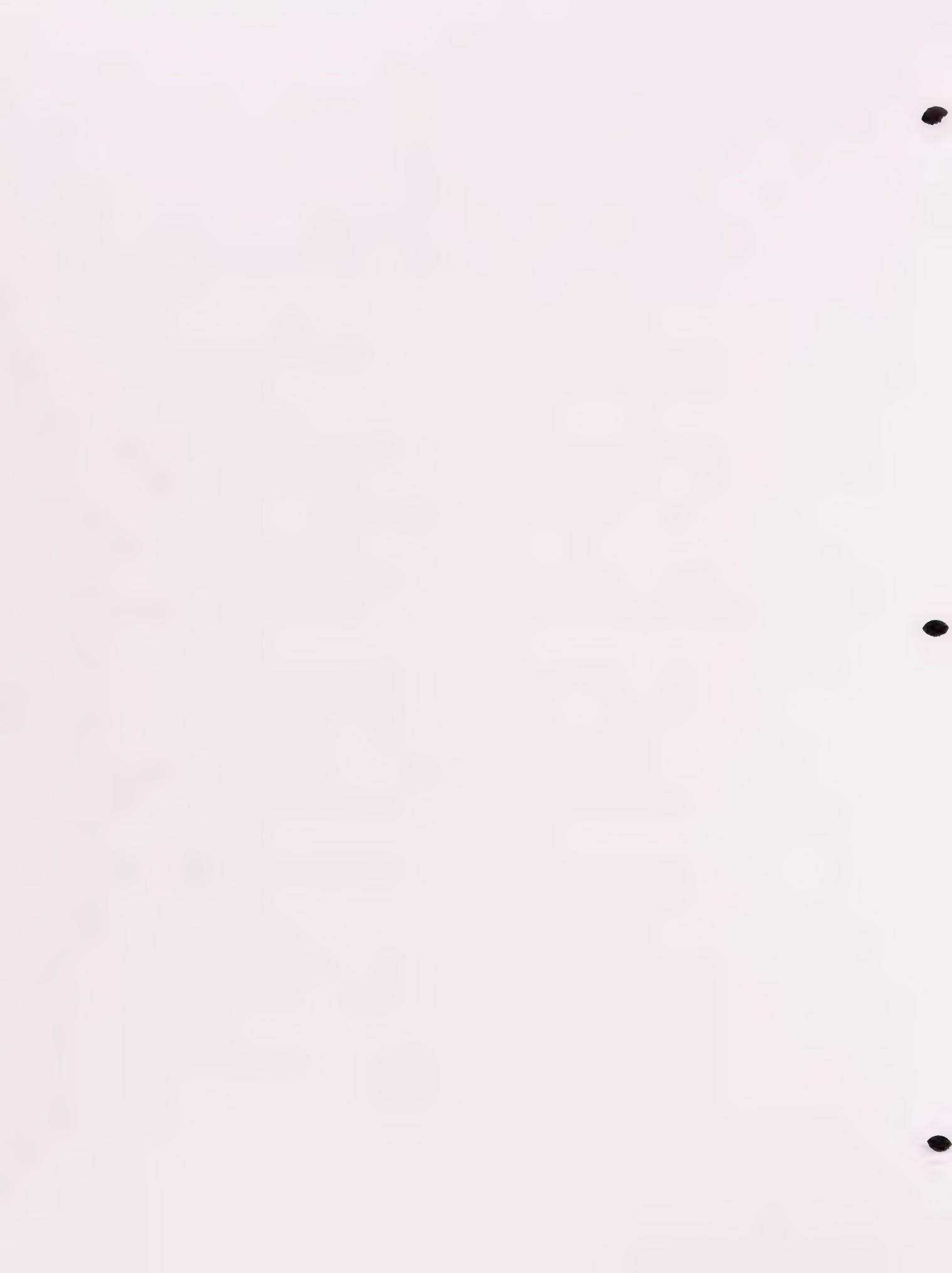
3) For City approved projects, encourage site designs and other criteria that encourage housing opportunities for all special needs groups: elderly, handicapped, female-headed households, large families, overcrowded households, and overpaying households.

4) Large Families - City shall attempt to identify and encourage large families that live in overcrowded conditions to apply for city sponsored housing rehabilitation funds to construct "additions" to their existing housing.

5) Female Householders - Encourage developers of multifamily housing to acquire rental subsidies prior to construction. Refer female householders with poverty incomes to the operators of the Section 8 Existing, Weatherization and Energy Crisis Intervention Program. Support the development of low cost child care facilities and job training programs in the County to enable female householders to enter the job market.

6) Lower income households overpaying for housing - Encourage the development of affordable and subsidized owner and rental housing in the City by ,

- a. Referring potential housing developers to the local Great Northern Corporation for discussion of various subsidized housing alternatives such as the programs discussed in Goal IV, Section C of this element.
- b. Referring potential housing developers to the local Farmer's Home Administration for review of various subsidized housing alternatives.



- c. Support economic development and job training programs to enable lower income households to increase their income.
 - d. Refer lower income households overpaying for housing to the operators of the Section 8 Existing, Weatherization, and Energy Crisis Intervention Programs.
- 7) Have information and referral information available at City Hall for housing, human, and social service programs operating in the county.



GOAL II

THE PRESERVATION OF THE HOUSING STOCK AND COMMUNITY ENVIRONMENT THROUGH REHABILITATION AND CONSERVATION.

- A) Monitor the condition of the housing stock.
 - 1) GNC will conduct periodic windshield surveys. These will be necessary to make application for CA CDBG housing rehabilitation funds and for regular updates to this element.
 - 2) Encourage City personnel to monitor the housing stock during their normal duties.
 - 3) Encourage community participation with GNC and City efforts.
- B) Initiate and implement local programs that promote the conservation of neighborhoods and rehabilitation of the existing housing stock.
 - 1) The local Historic District Management Commission will provide information to owners of historic property regarding the maintenance and preservation of the structure. Provide by 6/30/87 workshops, brochures, etc., to accomplish this objective.
 - 2) Support the inclusion of additional historic properties into the recently designated Historic District in South Dunsmuir.
 - 3) Encourage the coordination of private sector housing rehabilitation efforts with governmental programs, especially in the Historic district.
- C) Utilize Federal and State neighborhood conservation and housing rehabilitation programs.
 - 1) Encourage community support for these governmental housing rehabilitation programs.
 - 2) Make application for and implement governmental housing rehabilitation programs. Recent utilization of these housing rehabilitation programs are listed below.

HUD CDBG FY78 PROGRAM

rehabilitation of 55 house sewer laterals/\$75,600
rehabilitation of 14 single family dwellings/\$178,541



HUD CDBG FY80 PROGRAM

rehabilitation of 25 housing units/\$257,194
rehabilitation of the Dunsmuir Hotel/\$39,375

HUD CDBG FY82 PROGRAM

rehabilitation of an estimated 90 house sewer laterals/\$202,500
rehabilitation of the Dunsmuir Hotel/\$58,500

HUD CDBG FY83 PROGRAM

rehabilitation of 40 housing units/\$450,000

HUD CDBG ONGOING PROGRAM INCOME

rehabilitation of 5 housing units/\$4,318
rehabilitation of 2 housing units/\$21,000

CA HCD Deferred Rental Rehabilitation Program

rehabilitation of 14 housing units/\$100,000
rehabilitation of the Dunsmuir Hotel/\$120,000

FmHA 504 Rehabilitation Program

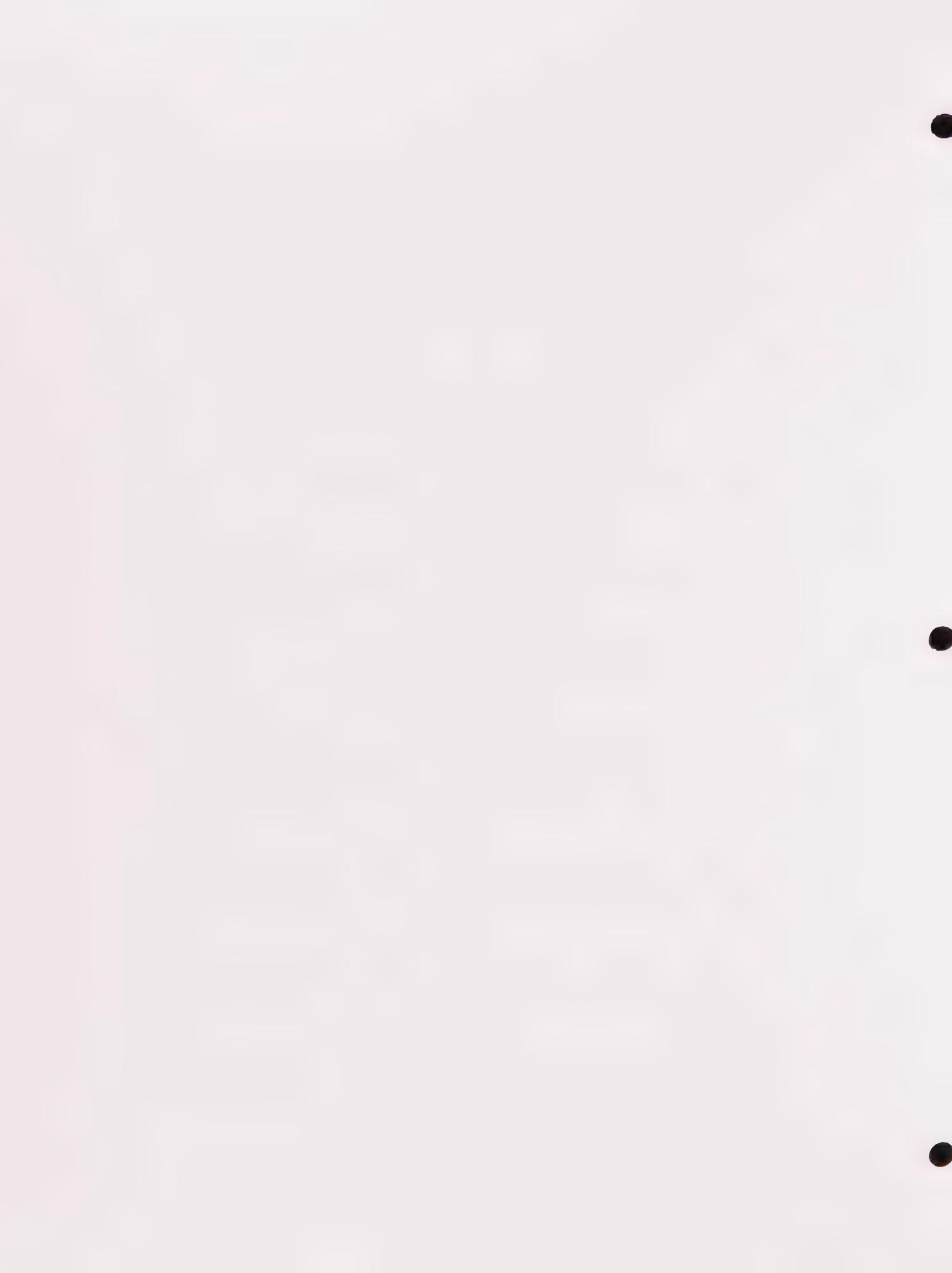
rehabilitation of 9 units/\$51,094

GNC has received 3 Home Management Training Grants from CA HCD to implement the various State and Federal rehabilitation programs. HUD CDBG funds were expended by GNC, under contract with the City, to implement the program.

The City recently received, and GNC will implement, a \$560,000 CA HCD administered CDBG to finance rehabilitation of an estimated 42 housing units in Dunsmuir.

The City recently received, and GNC will implement a \$335,000 CA HCD administered CDBG to finance replacement of 129 deteriorated sewer laterals in south Dunsmuir.

Program income from ongoing CDBG programs is expected to accumulate \$240,000 by 12/31/92. An estimated 44 laterals and 10 housing units can be rehabilitated with these funds.



GOAL III

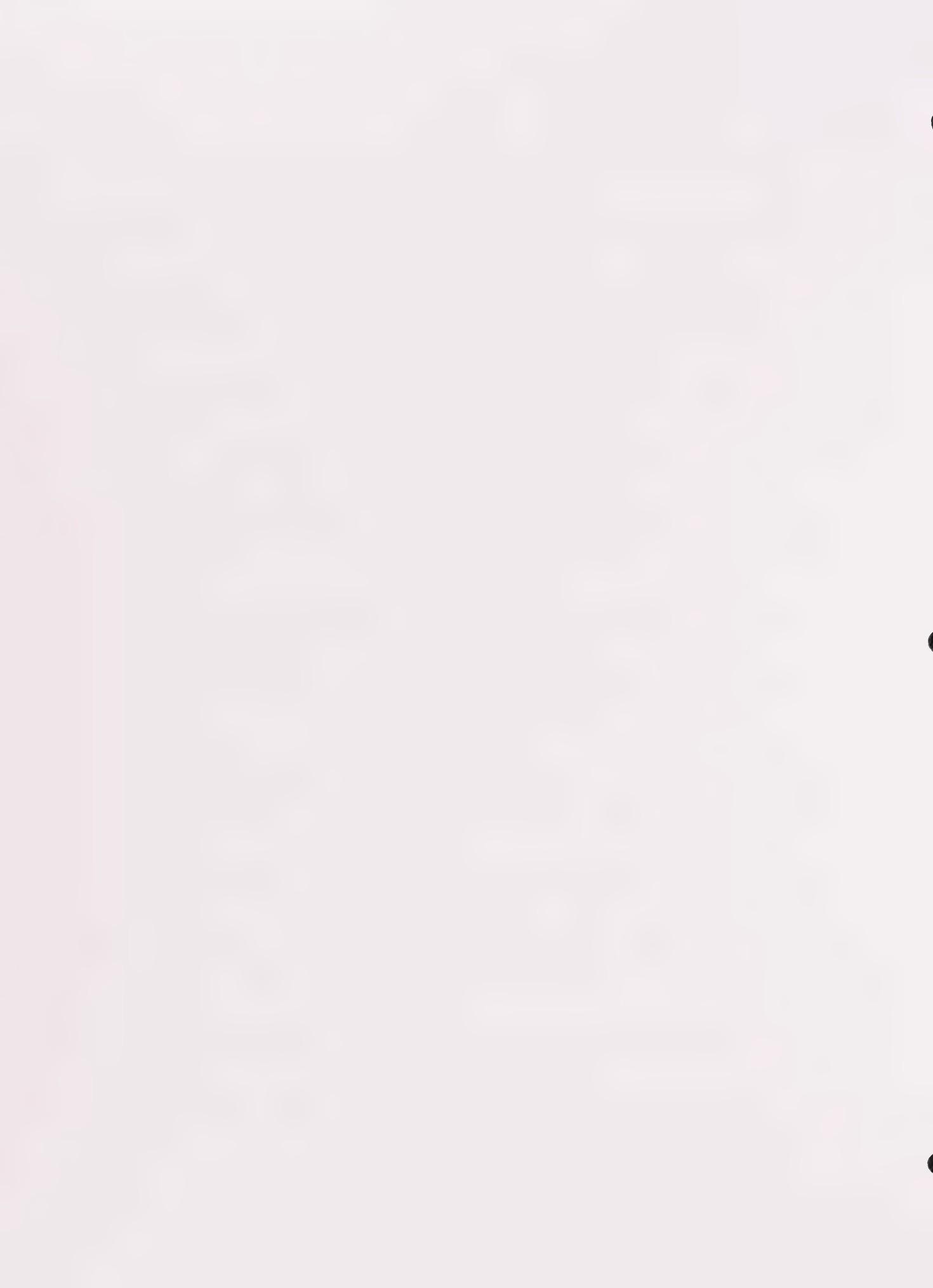
TO PROVIDE ADEQUATE SITES SUITABLE FOR RESIDENTIAL DEVELOPMENT OF ALL TYPES.

A) Develop policies and criteria to encourage environmentally sound residential development of all types.

- 1) Update the Land Use Element of the City's General Plan to reflect the goals and objectives formulated in this element. GNC will update the Land Use Element. Expected completion date is 6/30/87.
- 2) Make provisions for City services to areas within the City limits suitable for residential development.
 - a. Seek funding for sewage collection and water distribution lines for the "Blackberry Hill" near Hilltop and Gillis Avenues. This would add an estimated 15 building sites. The City will likely apply for a FY 86 HUD CDBG to finance the necessary improvements.
 - b. Use additional funding to reduce I/I entering the sewer system. This problem was discussed earlier in this Element. Two HUD CDBG's were recently received to finance sewer system repairs and to replace deteriorated laterals, together they should have a significant impact on the I/I problem.
 - c. See Environmental Protection Agency Clean Water Grant funds to add capacity and repair the treatment facility. At present the City is scheduled to receive these funds in FY 86.
- 3) Reevaluate local policies, especially zoning, every five years to reflect the goals and objectives formulated in this element.

B) Encourage the designation or acquisition of suitable sites for all types of residential development for lower income households.

- 1) Establish criteria to identify suitable sites. The General Plan update will establish these criteria.
- 2) Investigate the acquisition of suitable sites for affordable housing by 6/31/88. HUD CDBG program income may be used to purchase suitable building sites. GNC will implement if needed.



C) Utilize appropriate State site acquisition and development programs.

- 1) CA HCD Predevelopment Loan Program - GNC has utilized this program to assist in the purchase of 6 lots in Dunsmuir for use in a FMHA Self Help housing construction project.
- 2) If a Land Bank is developed in the City, GNC will utilize the CA HCD Rural Land Banking Program.



GOAL IV- TO PROVIDE FOR THE HOUSING NEEDS OF HOUSEHOLDS OF ALL INCOME LEVELS.

A) Recognize that the availability of suitable housing for all economic segments of the population is the responsibility of the City as well as other levels of government and the private sector.

- 1) Meet California Housing Element requirements.
- 2) Seek active local citizen participation in housing programs, policies, and goals.
- 3) Designate responsibility for the implementation of the tasks formulated in this Element to the City Manager.

B) Coordinate efforts with existing housing agencies.

1) GNC- a non-profit housing and community development corporation serving northeastern California, including Dunsmuir and Siskiyou. GNC has implemented almost all of the housing programs discussed in this Element.

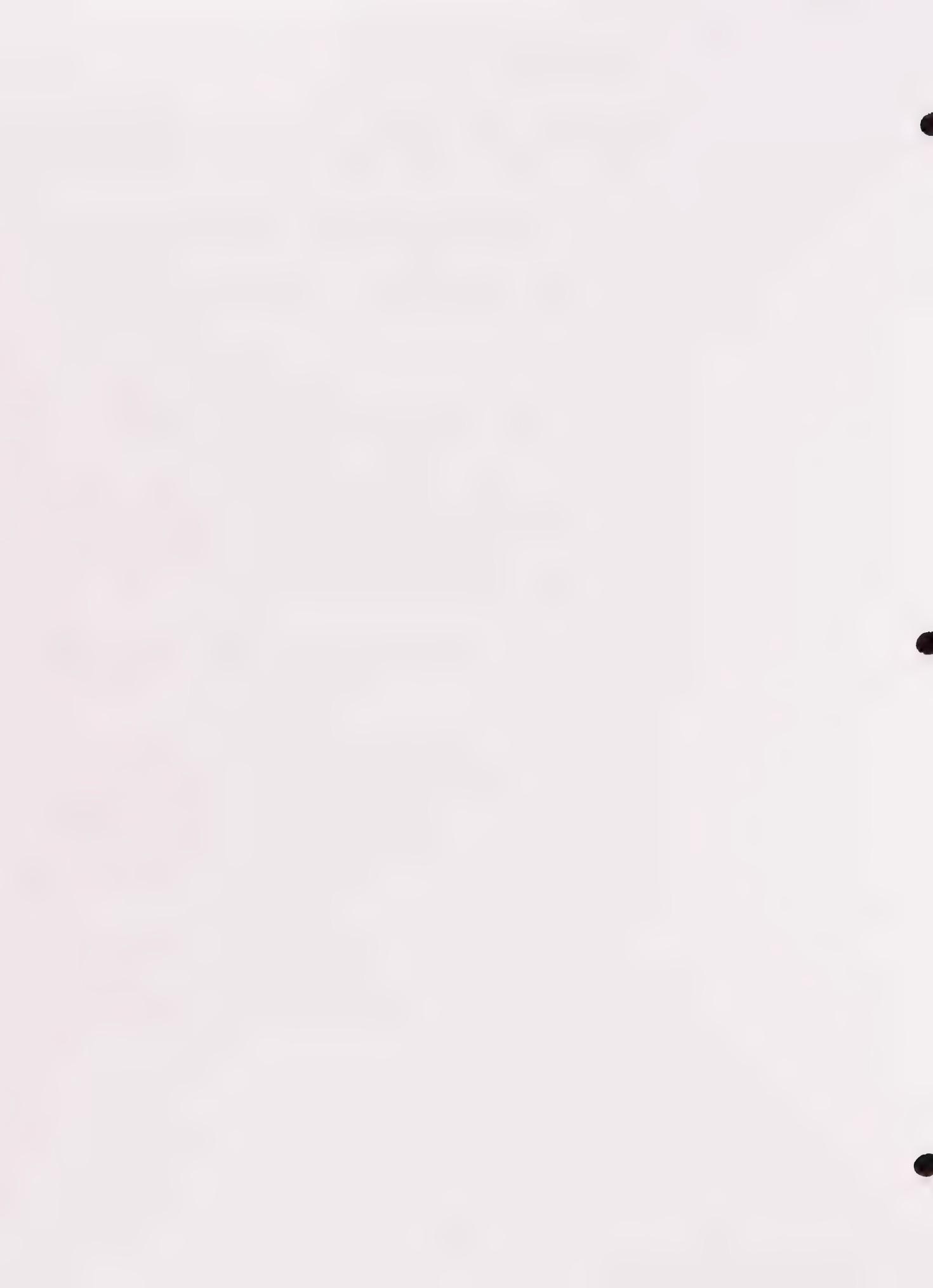
2) FmHA- responsible for administering many federal rural housing and community facility programs. The county office, located in Yreka, has worked with GNC to provide 504 home rehabilitation projects, 502 contractor-built and self-help new construction projects and other programs designed to provide affordable housing.

C) Actively seek and implement State and Federal housing programs designed to assist lower income households including, but not limited to

HUD Section 8 Low Income Rental Assistance

HUD's Section 8 program provides a rent subsidy to owners of new, rehabilitated or existing housing units occupied by eligible low income tenants. Tenants pay 30% of their income as their contribution to rent and the remainder is paid by HUD to the property owner. For the moderate rehabilitation component of the program, rents may be up to 10% above the "fair market rent" for the area. The low income renter household can occupy any type of housing.

GNC administers the Section 8 program in Dunsmuir. Currently, 21 households are receiving "existing" subsidies, 16 of which are female-headed households and 4 are living in the Dunsmuir Hotel. In addition, 20 units in the Dunsmuir Hotel are certified for "moderate rehabilitation" Section 8 subsidies.



HUD Community Development Block Grant Program

The CDBG Small Cities program can be used to fund housing rehabilitation, site improvements for new housing construction, and public facilities projects. It is a competitive program and Dunsmuir has received 3 of these grants since 1978 (see discussion under GOAL II of the Housing Program).

Currently, CA HCD administers this program. The City will continue to apply for these funds for necessary housing and community facilities projects.

FmHA New Construction Program (502)

The basic home ownership program of FmHA. It provides direct loans to homeowners to buy, build, repair, or relocate a home. Under the "conditional commitment" component of this program, a contractor may build and own a home prior to the commitment from an eligible homebuyer. Loans are also made to purchase land for new construction. The borrower must occupy and not rent the residence.

2 new construction and 2 existing purchases have been completed in Dunsmuir under this program. In addition, GNC is assisting 6 households in constructing their homes in the City under the "self help" component of the 502 program. GNC has received a Technical Assistance Grant from FmHA for assisting these 6 households in the construction of their homes.

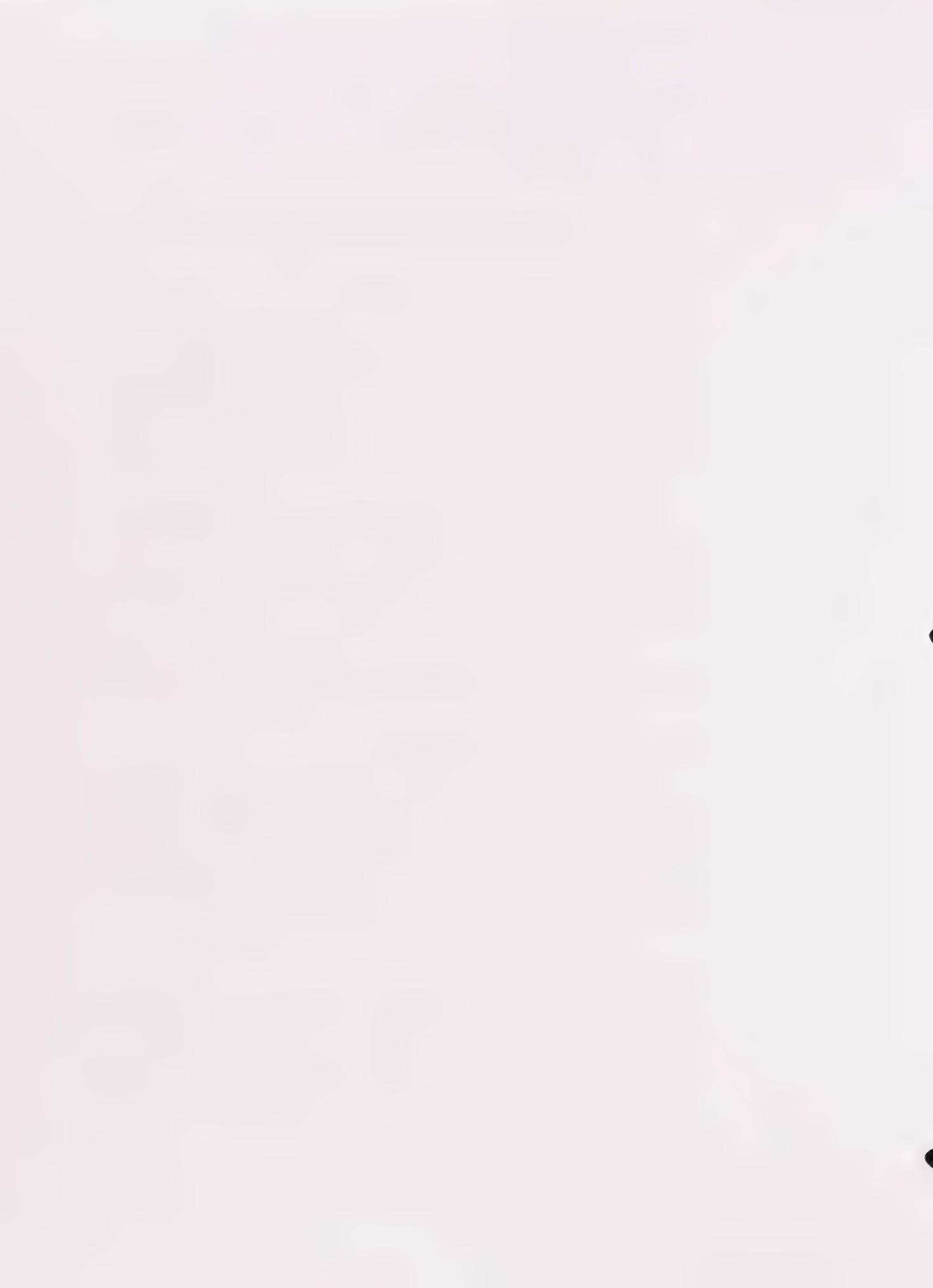
New housing developers will be encouraged to provide suitable sites for FmHA 502 projects. State law mandated and local density or other bonuses will be offered.

CA Department of Veteran Affairs

Veterans who meet three minimum requirements may be eligible for CAL VET loans: 1) 90 days minimum active duty during a "conflict", 2) residents of California before and after their tour of duty, and 3) application for a loan must be made within 25 years of military discharge. Interest rates are tied to bond sales. No processing, appraisal or "discount" points or fees are required. Currently, there are no funds available through this program.

FHA 203(b) Mortgage Insurance

FHA (the lending component of HUD) insures mortgages but does not make direct loans. This program insures mortgages on houses with 4 units or less. The minimum down payment is 3% of the sales price. For further information see the discussion under VII 5) of the Data Assessment and Housing Needs part of this Element.



CA HCD Rural Development Assistance Program

Until 1980, this demonstration program operated in northeastern California including the Dunsmuir area. RDAP continues, however, to provide technical assistance to GNC on housing and community development matters.

CA HCD Deferred Payment Rehabilitation Program

This State program has two functions: 1) to augment FmHA rehabilitation funds for owner occupied homes and 2) to supplement commercial loans for the rehabilitation of rental units under the HUD Section moderate rehabilitation program. Loans may be repaid when the property is sold or by specified time limits (amortized). Interest rates are 3%.

GNC has administered \$220,000 in HCD Deferred loan funds in the City. \$120,000 assisted the rehabilitation of the historic Dunsmuir Hotel (33 units). The remainder assisted the rehabilitation of 14 units.

CA HCD Pre-development and Rural Land Purchase

This program provides loans to agencies to purchase and develop land for affordable housing construction. Repayment is made from long term financing. For further information regarding this program refer to section C)1) GOAL III of the Housing Program component of this Element.

CA HCD Home Management Training Grant Program

This program provides grants to housing agencies for staff and associated costs necessary to implement housing programs. GNC has received three of these grants totaling \$38,000 for housing efforts in Siskiyou County, including Dunsmuir.

CALIFORNIA HOUSING FINANCE AGENCY(CHFA)

This relatively new home financing program offers below market rate financing for the purchase of a home. Eligible applicants lower and moderate income households. This new program will be utilized as necessary.



GOAL V - MEET QUANTIFIED NEW HOUSING, REHABILITATION, AND AFFORDABILITY GOALS.

The City of Dunsmuir has formulated the following objectives:

Program	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	Total
FmHA 502 New Construction	1	1	1	0	1	1	1	1	1	1	9
Private New Construction	1	1	2	3				Potentially 42-----	42-----	8(42)	
CDBG Rehabilitation	10	25	12	33	2	2	2	2	2	2	92
FmHA 504 Rehabilitation			1		1		1		1		4
CA HCD Deferred Rental Rehabilitation	11				Funding uncertain						11+
Conservation of Afford- ability(Section 8 Rental)	1	2	2	2	2	1	1	2	2	1	16*

*The Section 8 Rental Subsidies will be existing units.



GOAL VI

EVALUATE AND REVIEW PREVIOUS HOUSING ELEMENTS

State housing element law, particularly Government Code Section 65588(a) and (b) requires that a housing element update include a review of the previous housing element to evaluate "appropriateness of goals, objectives and policies; effectiveness; and progress in implementation" and to incorporate this review in the updated housing element.

Section 65588 (a)(2) of the Government Code requires a comparison of the actual results of the earlier element with its goals, objectives, policies, and programs. The 1983 housing element (planning period 83-87) contains priorities for action which include the goals, objectives, policies and programs of the City. The "priorities for action" (and comments) are as follows:

- (1) "THE PRESERVATION OF THE HOUSING STOCK AND COMMUNITY ENVIRONMENT THROUGH REHABILITATION AND CONSERVATION.

The proposed objective was to initiate and implement local programs that promote the conservation of neighborhoods and rehabilitation of the existing housing stock.

1984 CDBG funds were awarded to rehabilitate 40 residential units, 1985 CDBG funds were awarded to replace 129 deteriorated sewer laterals. 1985 California Energy Bank award was used to weatherize 34 residential units.

- (2) "TO PROVIDE ADEQUATE SITES SUITABLE FOR RESIDENTIAL DEVELOPMENT OF ALL TYPES".

City services were made available to the Mt. Estates Subdivision. Phase I, representing 11 new housing units is being offered for sale at the present time. Phases II thru IV will be put on the market in the near future.

- (3) "TO PROVIDE FOR THE HOUSING NEEDS OF HOUSEHOLDS OF ALL INCOME LEVELS.

The City is actively seeking and implementing State and Federal housing programs designed to assist lower income households including, but not limited to:

HUD Section 8 Low Income Rental Assistance.

Currently, 21 households are receiving "existing" subsidies, 16 of which are female headed households and 4 are living in the Dunsmuir Hotel. In addition, 20 units in the Dunsmuir Hotel are certified for "moderate rehabilitation" Section 8 subsidies.

HUD Community Development Block Grant Program.

The City is currently implementing its 3rd grant since 1978. When implemented the City will have renovated over 100 low income family residences.

In addition, the 83 housing element proposed goals of 17 new housing units, 49 CDBG rehabilitation affordability units. To date 4 of the new units have been constructed and 40 of the CDBG rehabilitations have been completed.

Section 65588(a)(3) requires a report on the progress in the implementation of the housing element. Substantial progress has been made in the areas of new construction, public works, provision of additional land for housing, energy conservation objectives and housing rehabilitation.

Section 65588(a)(1) requires discussion of the appropriateness of goals, objectives, policies, of the updated housing element in light of the experience gained from the results of the prior element. The 83 housing element was very general and modest in the goals,



objectives, and programs. Considering the fact that the City is quite small, the updated housing element does not expand the programs to any great extent. However, more specific goals, objectives, and programs have been developed primarily in the area of housing for special needs groups, development of additional land for housing development, and public facilities planning. In addition, quantified objectives for new housing, rehabilitation, and affordability have been revised to reflect current availability of program funds and the Siskiyou Housing Needs Plan developed by CA HCD in 1984.



MAP SECTION

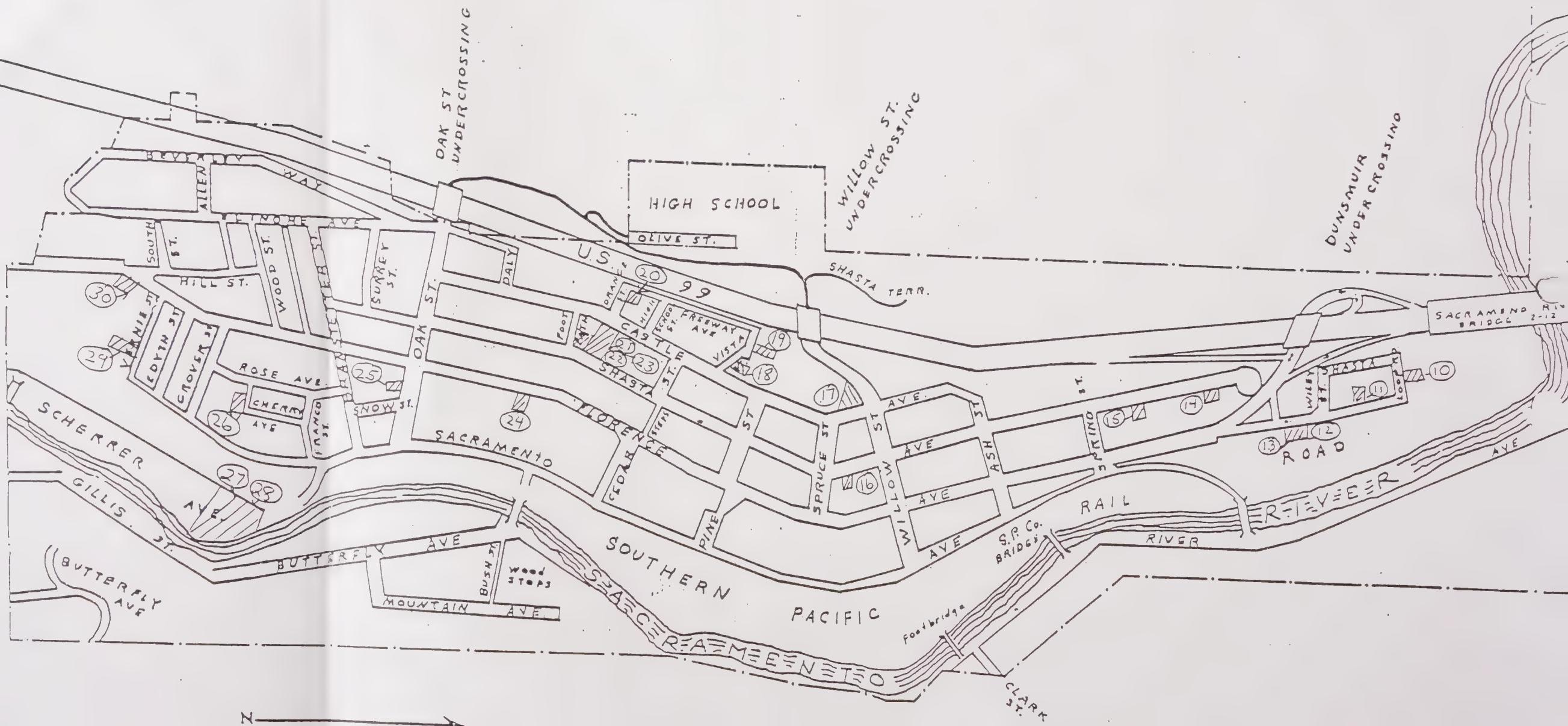


CITY OF DUNSMUIR

MAP 3

SUITABLE BUILDING SITES

SEE ATTACHED FOR DETAILS

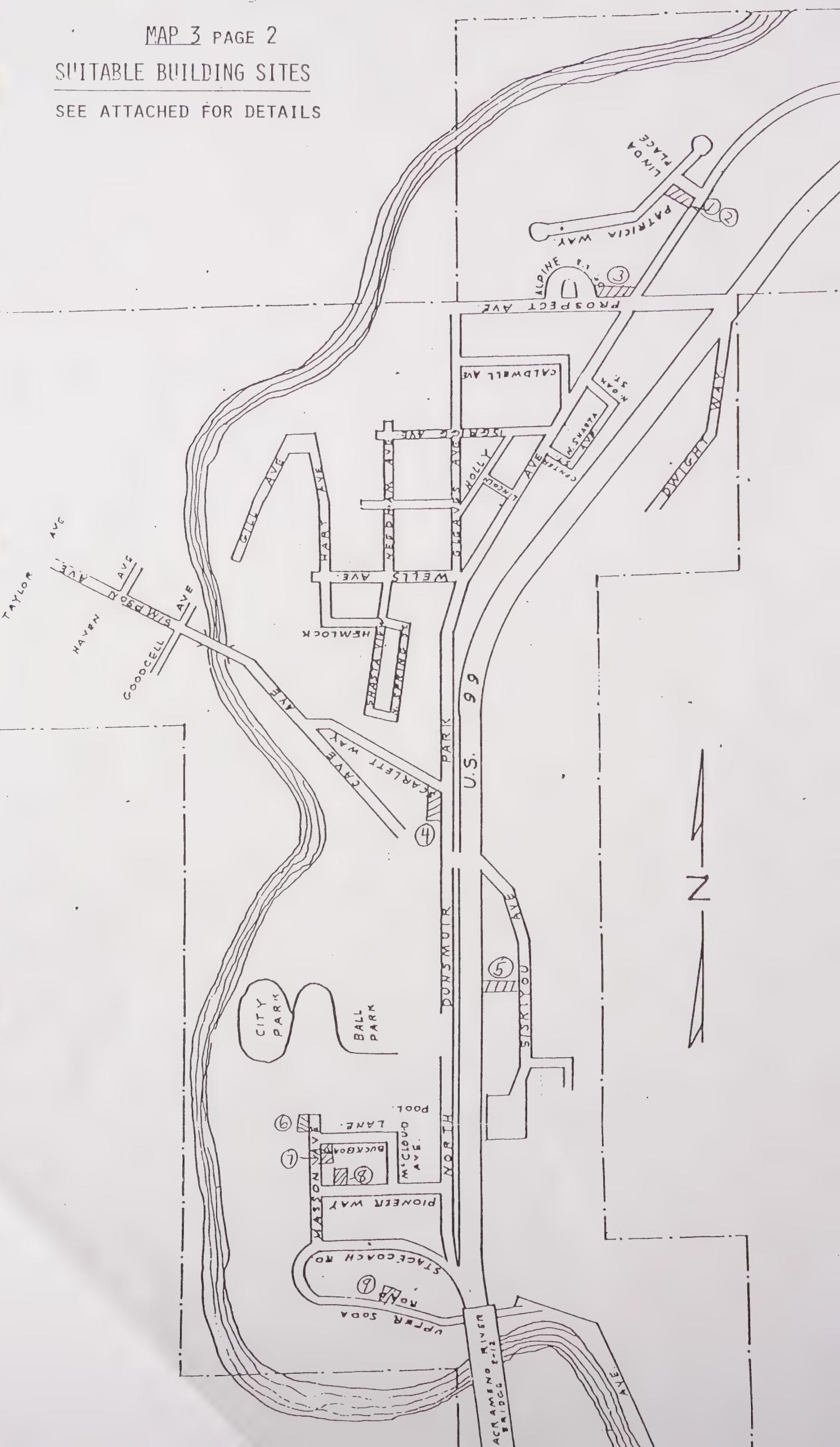




MAP 3 PAGE 2

SUITABLE BUILDING SITES

SEE ATTACHED FOR DETAILS

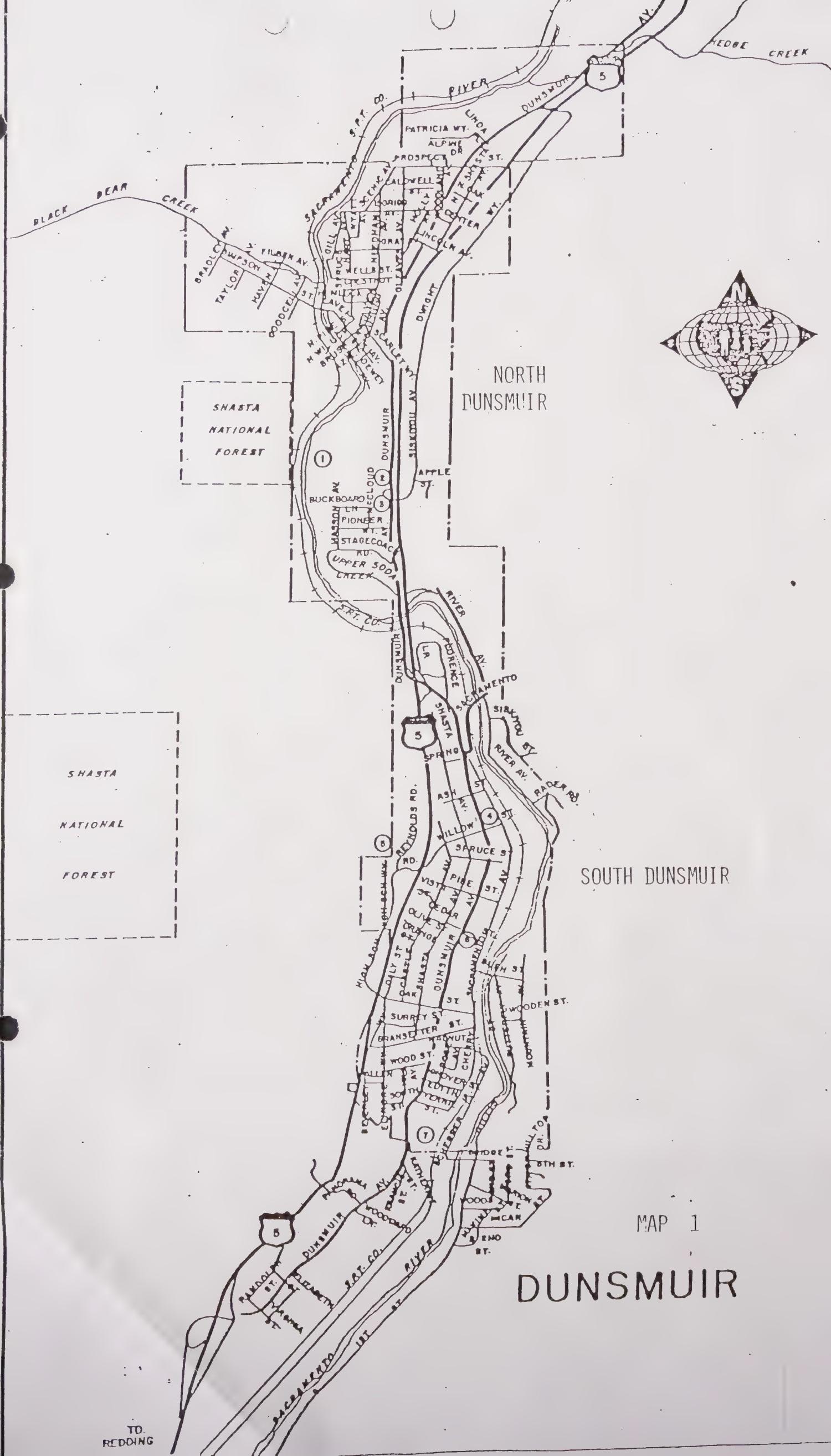


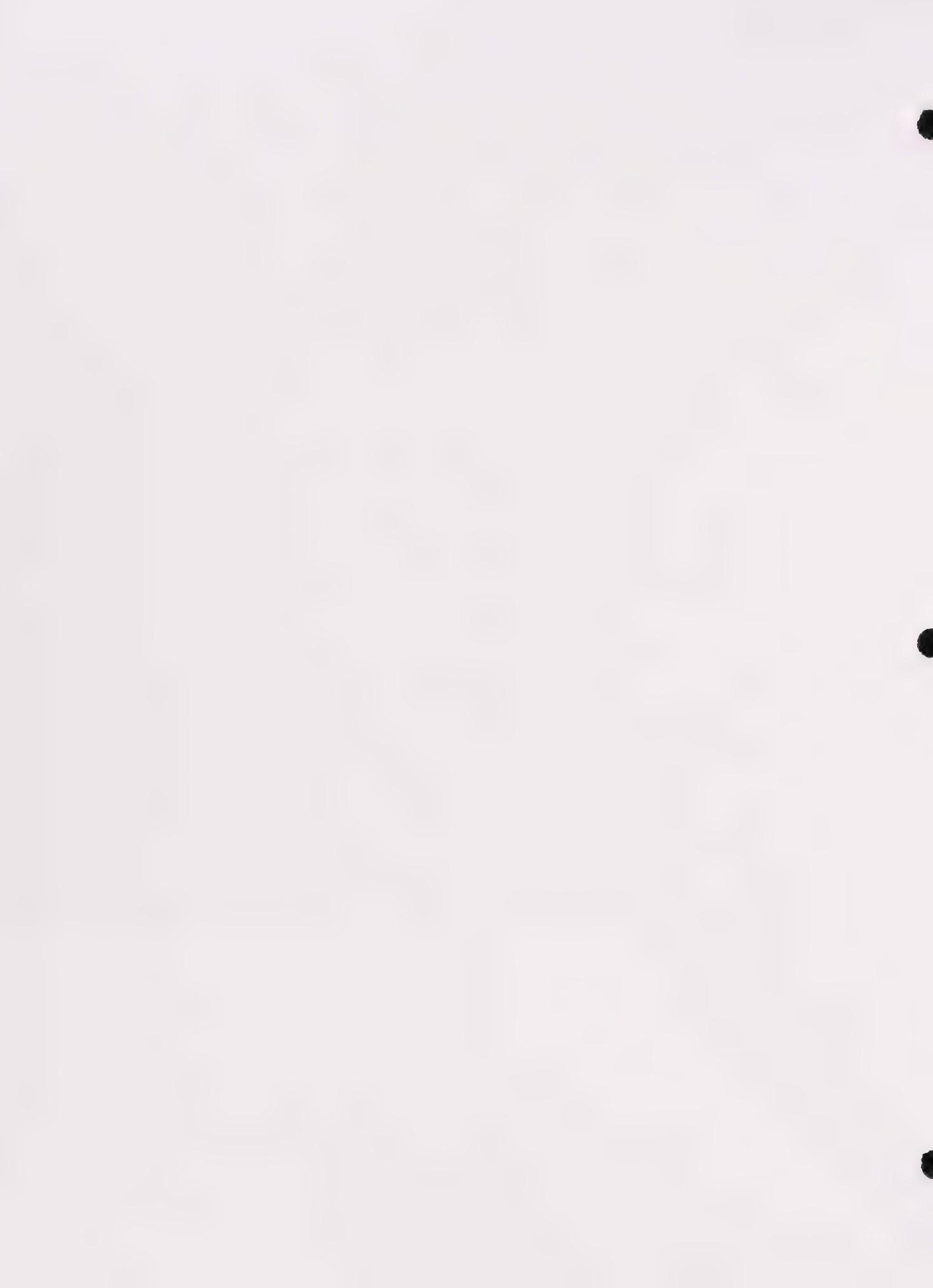


MAP 2

OMITTED







ATTACHMENT TO MAP 3

BUILDING SITE	CITY SERVICES*	FmHA 502 SUITABLE**	ZONING***
1 & 2	yes	yes	R-1
3	yes	yes	C-2
4	yes	no	C-2
5	yes	yes	C-1
6	yes	yes	R-1
7	yes	no	R-1
8	yes	yes	R-1
9	yes	no	R-1
10	yes	no	M
11	yes	no	M
12 & 13	yes	no	C-2
14	yes	no	C-2
15	yes	no	C-2
16	yes	no	C-2
17	yes	no	R-3
18	yes	no	R-3
19	yes	no	R-3
20	yes	yes	R-3
21,22 & 23	yes	yes,yes,no	R-4
24	yes	no	C-2
25	yes	no	R-4
26	yes	no	R-2
27 & 28	yes	no	R-1
29	yes	no	R-3
30	yes	no	R-3

* Water(private water companies), sewer, schools, fire, police, etc.

** Meets FmHA requirements with limited modifications or without modifications

*** Dunsmuir Zoning:

R-1 - Single family dwelling only. Mobile homes allowed.

R-2 - R-1 plus duplex (two units) only

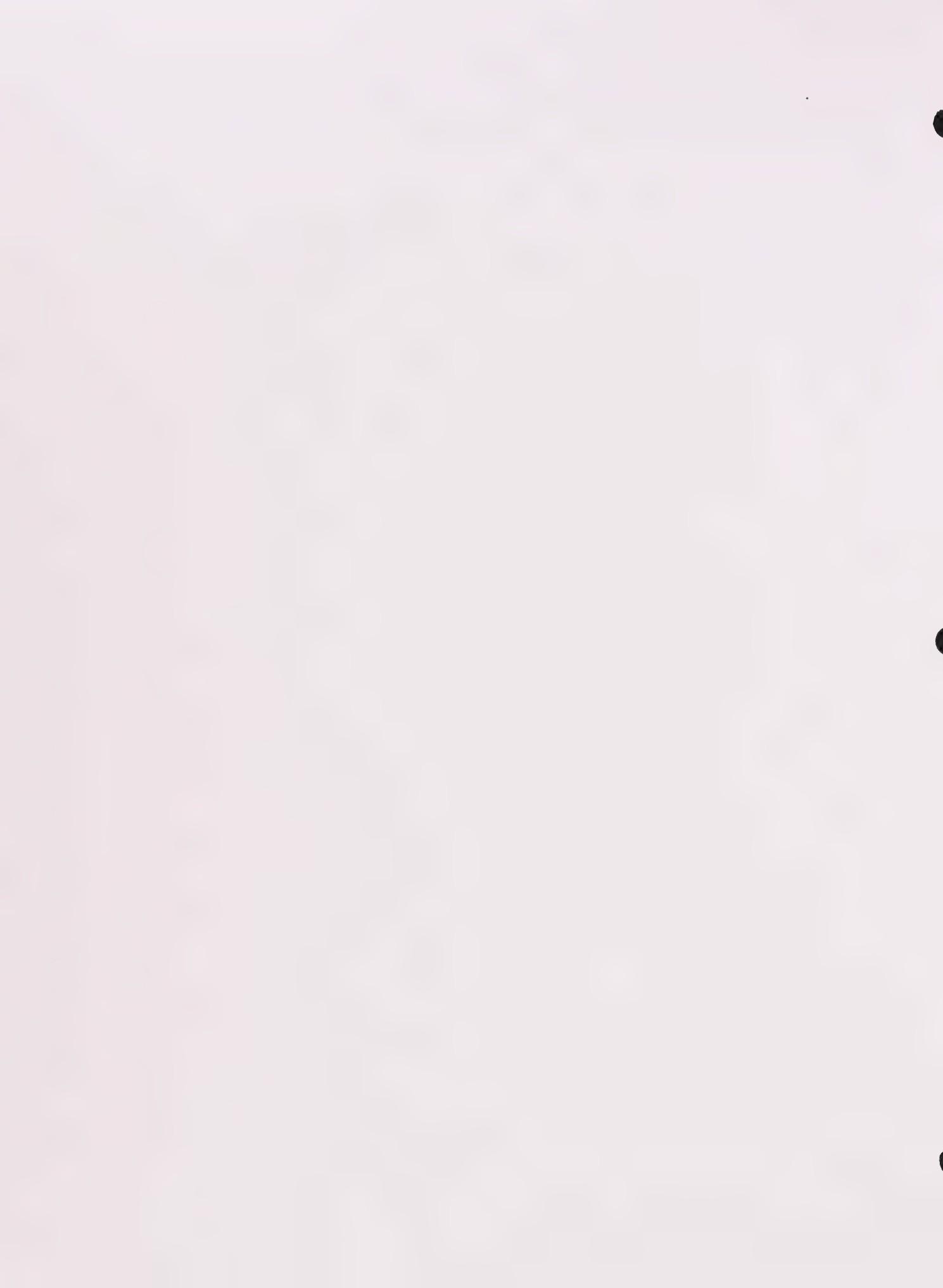
R-3 - R-1, R-2 plus multiple families (no limit on maximum units).

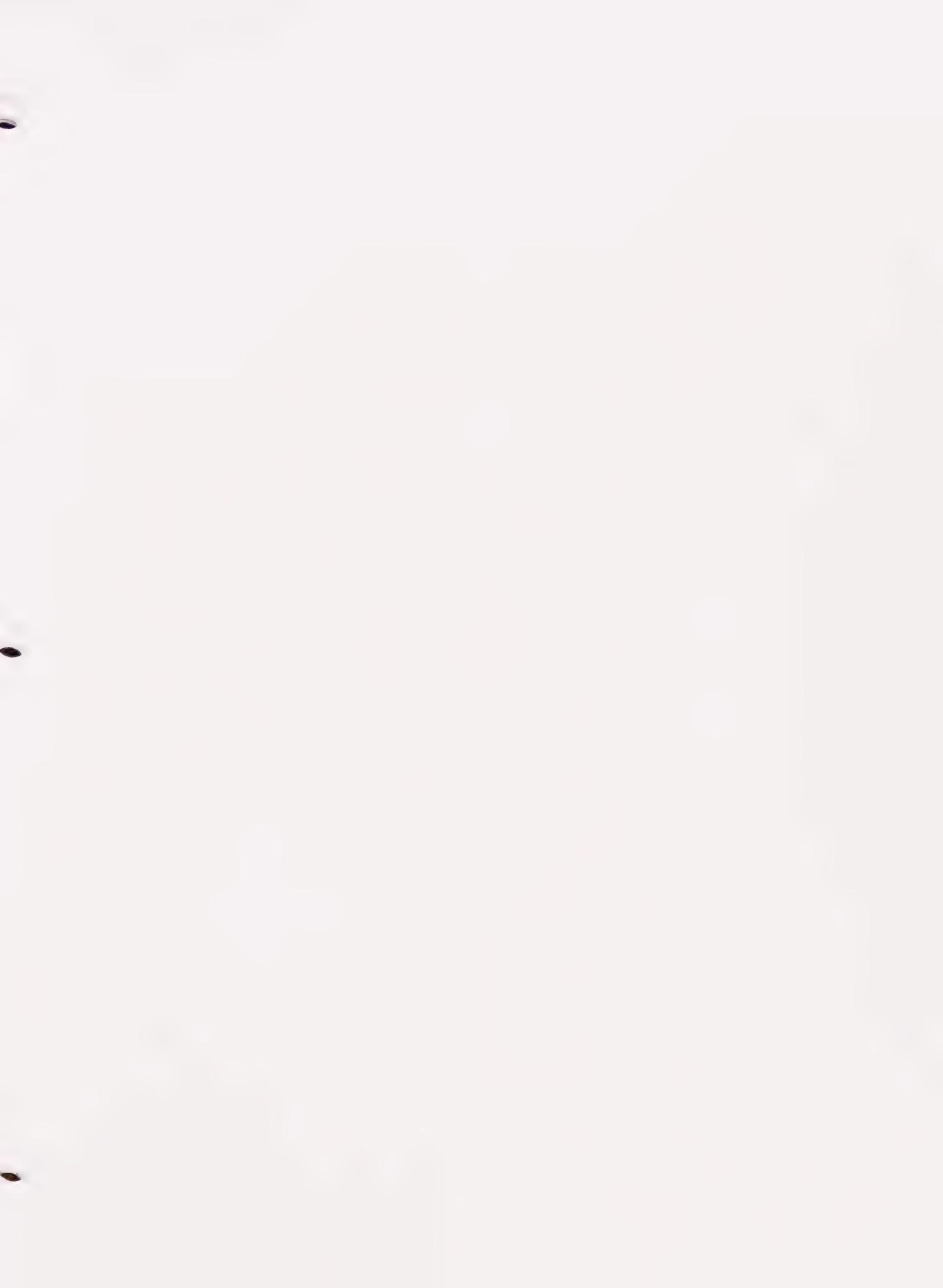
R-4 - R-1,R-2,R-3 plus professional offices.

C-1 - R-1,R-2,R-3,R-4 plus neighborhood commercial development.

C-2 - R-1,R-2,R-3,R-4,C-1 plus central commercial development (one living quarter allowed if commercially developed).

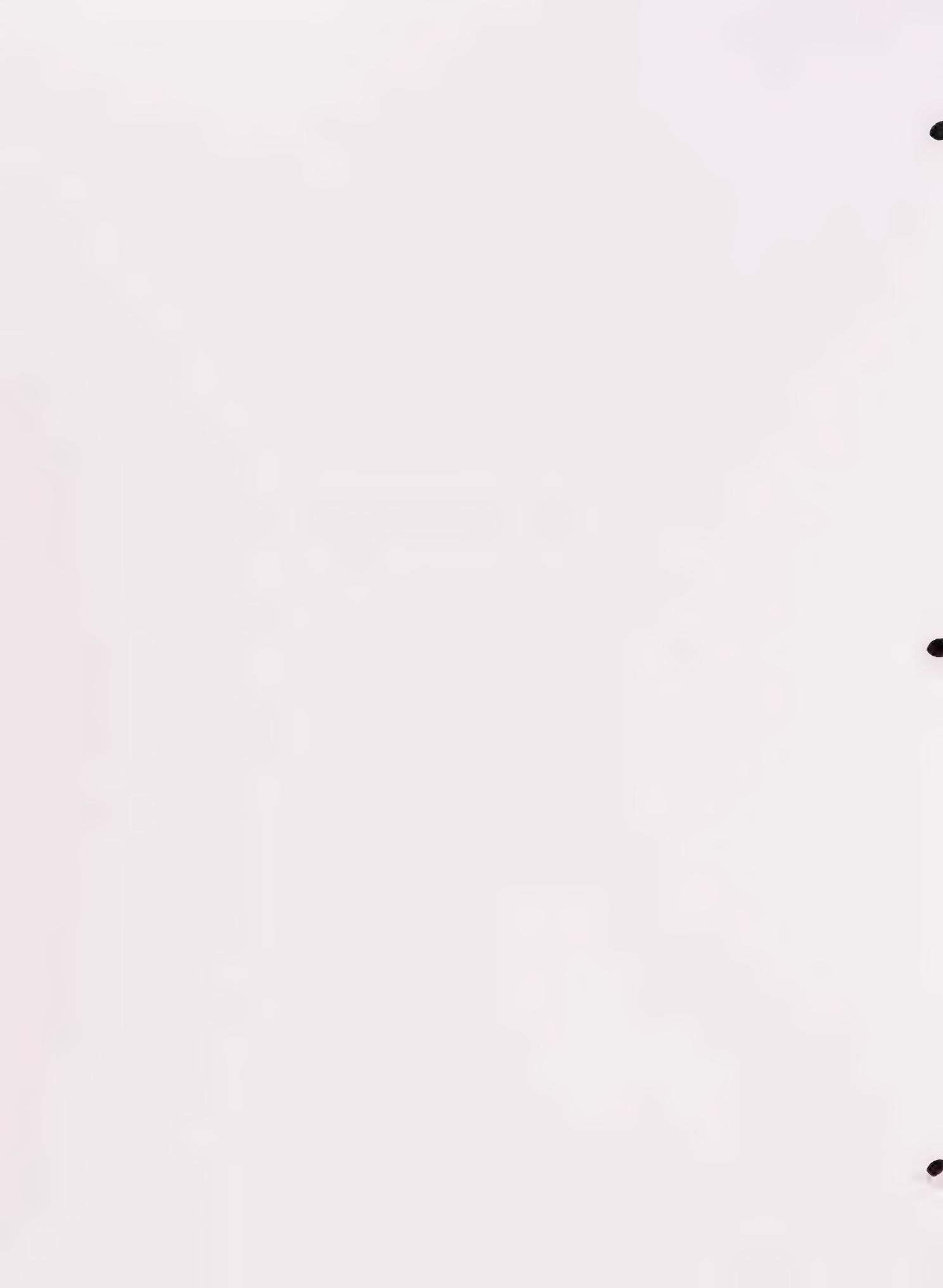
M - Industrial/Manufacturing (no housing units allowed).







**FINAL
ENVIRONMENTAL IMPACT REPORT**



DRAFT
ENVIRONMENTAL IMPACT REPORT

Project Description

The project area includes the City of Dunsmuir and vicinity. The City's sphere of influence has been determined to be coterminous with the boundaries of the Dunsmuir Fire Protection District. (See Figure 1 in the Public Safety Element and the detailed and regional maps in the beginning of the General Plan).

The project is the preparation of the City of Dunsmuir General Plan. The objectives are

- to comply with Government Code Section 65302 mandating the nine required elements of general plans;
- to promote the health, safety, and welfare of the citizens;
- to provide a sound planning policy to assist local agencies in decision-making; and,
- to provide for the development of the project area in a proper environmental fashion.

The characteristics of the project are to enhance the public and private sector's ability to develop facilities, services, and functions in the project area in a sound, orderly, and mitigated fashion. Each of the nine elements included in the General Plan contain information, goals, policies, implementation measures, and action plans necessary to accomplish the objectives of the preceding paragraph.

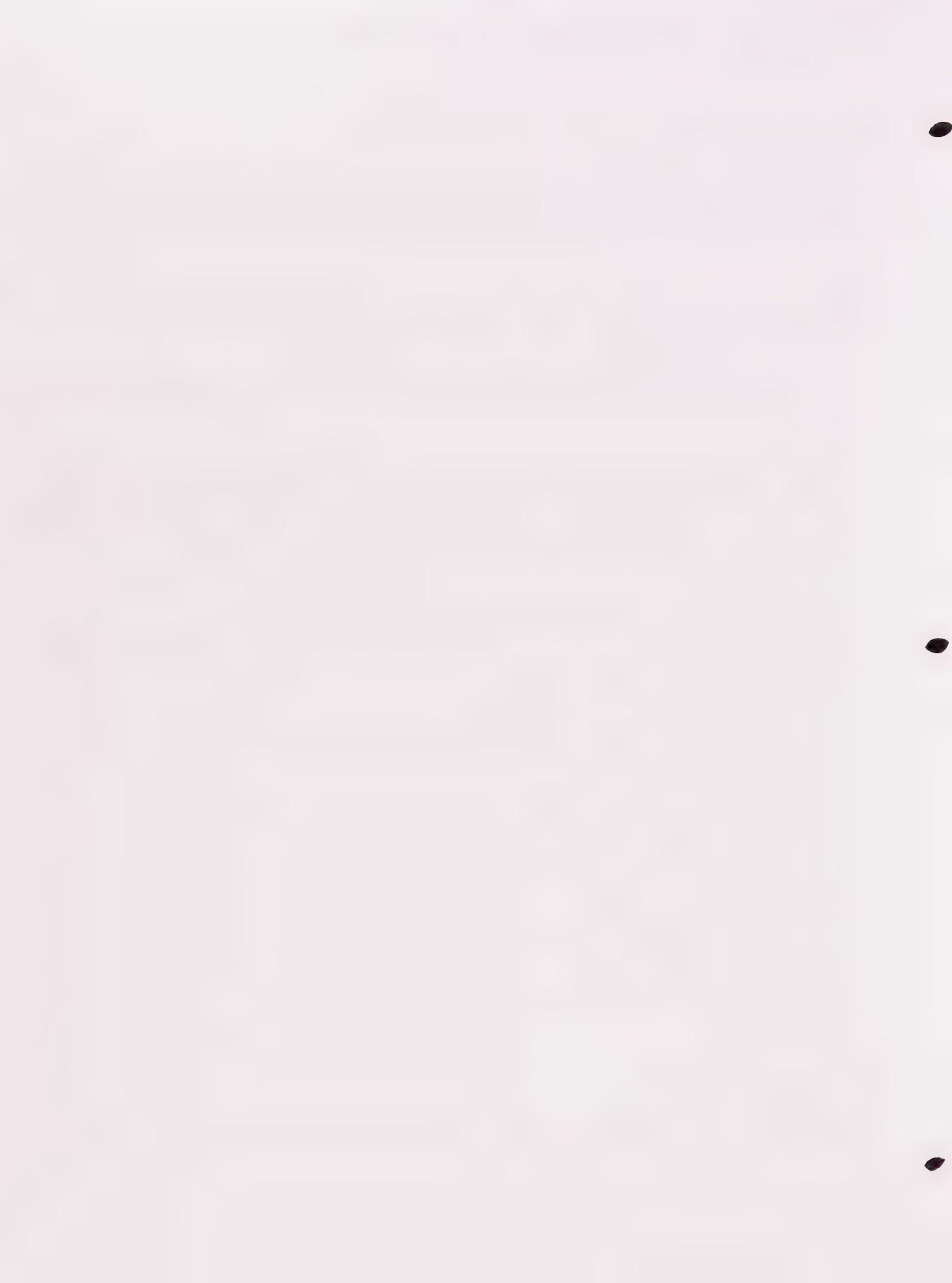
The Draft EIR is prepared pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines as revised 8/1/83.

The following local and state agencies are anticipated to use the General Plan/EIR for review and/or decision-making:

- City Council of the City of Dunsmuir
- Planning Commission of the City of Dunsmuir
- City of Dunsmuir Historic District Management Commission
- County of Siskiyou
- County of Shasta
- Department of Health Services
- Office of Emergency Services
- Office of the State Fire Marshall
- Office of Historic Preservation
- Public Utilities Commission
- Seismic Safety Commission
- State Water Resources Control Board
- State Lands Commission
- California Highway Patrol
- Office of Planning and Research

Environmental Setting

The project area is located in southern Siskiyou County, approximately 50 miles north of the City of Redding and 70 miles south of the Oregon border. The project



area is generally mountainous, parallelling the upper Sacramento River and the "Interstate 5 corridor."

geology: The topography of the project area is generally steep with the only level terrain located adjacent to the upper Sacramento River and in the north portion of the project area near Mott Airport and vicinity. Elevations are approximately 2,200' in the south, 3,400' in the north, with the surrounding ridges as high as 5,200'.

The area is near the boundary of the Klamath Mountain province (to the west and south) and the Cascade Mountain province (to the east and north). Since the area is bisected by the upper Sacramento River, the predominate rock type is recent alluvium. The mountains to the west are comprised mainly of Mesozoic intrusive rocks and the mountains to the east are comprised mainly of Devonian metavolcanic and Mesozoic intrusive rocks.

Soil types, slopes, seismic conditions, and other geologic information are contained in the Seismic Safety Element (especially pages 4-6).

hydrologic features: Hydrologic features are discussed in the Open Space and Conservations Elements (page 10), water quality features are discussed in the Open Space and Conservation Elements (page 8-9), and flooding features are discussed in the Open Space and Conservation Elements (page 7) and in the Public Safety Element.

vegetation: The dominant vegetation type in the project area is the mixed conifer/oak woodland and riparian (along the rivers and creeks). Ponderosa Pine and Black Oak predominate in the mixed conifer/oak woodland and Cottonwood, alders, and willows are the dominate riparian species. Port Orford cedar can be found in draws of north slopes usually in limited numbers since the project area is the southern limit of this species range.

There are no threatened or endangered species in the project area.

wildlife: Most animal and bird species usually associated with vegetation types of the project area are assumed to be present. In addition, "lawn and garden" birds and small mammals may also be found in the urbanized areas. Of special note are the following species to be found in the project area: Osprey, River Otter, Mountain Lion, Bobcat, Goshawk, Red Fox, and the pileated woodpecker. These species are deemed "sensitive" due to the fact that they are protected by fish and game laws or regulations.

The upper Sacramento River supports native populations of Rainbow Trout, Brown Trout, Squawfish, and "suckers."

There are no threatened or endangered species in the project area.

recreation and scenic resources: See the Open Space and Conservation Elements (pages 3-7) and the Scenic Highway Element.



historic and cultural resources: See the Historic Element for information and discussion of significant historic resources.

The only known culturally significant locations utilized by Native Americans are Hedge Creek Falls and nearby springs, Upper Soda Springs, and the Cave Springs area. These were gathering sites and there are no known burial or other religious or sacred sites in the project area.

land use: See the Land Use Element. Present land use in the urbanized area is similar to the proposed designations contained in the Land Use Element.

air quality: The project area is located in the Northeast Plateau Air Basin. Air stagnation in the area is rare due to the small population and mountainous terrain. However, during the fall and early winter when conditions for air stagnation can occur, smoke from home fireplaces and woodstoves can produce some smoke and particulate pollution especially along the river bottom.

climate: The climate of the project area is relatively moderate, with wet winters and dry-warm summers. The average annual precipitation is 59 inches, the bulk of which falls during the winter months of November - March. Snow fall is common during the December - February period, however, it doesn't usually remain on the ground for long periods of time. The mean annual temperature is 54 degrees F. Monthly average precipitation varies with 12 inches in January and less than $\frac{1}{2}$ inch in July. Mean temperatures are 38 degrees F in January and 72 degrees F in July.

public services: See the Circulation Element and Map LU-1 in the Land Use Element for the road, railroad and airport transportation systems.

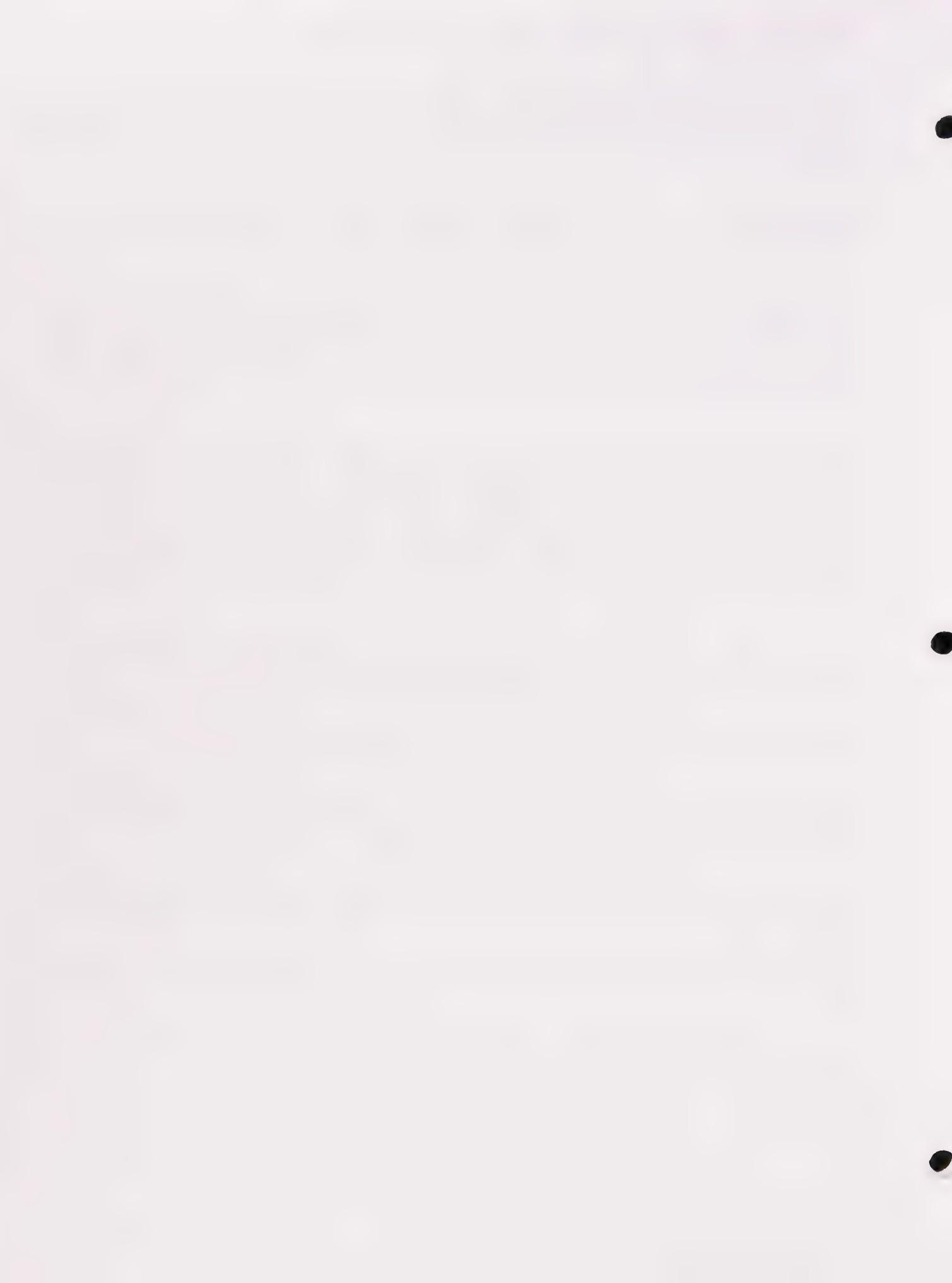
Elementary and high schools are present in the project area. The schools are presently underutilized and can accommodate increased enrollment.

Community sewer service is provided by the City of Dunsmuir (see pages 8-9 in the Open Space and Conservation Elements). Community water is provided by the Dunsmuir Water Corporation, a private company. Capacity is limited in the sewer system but there is ample and good quality water available.

See the Public Safety Element for information regarding police, fire, and other emergency services. Medical and hospital services are available in nearby Mount Shasta City.

Solid waste is disposed of outside the project area at a Siskiyou County operated site.

noise: See the Noise Element.



Significant Environmental Effects of the Project

The project, adoption of the General Plan, has been determined to have no significant environmental impacts except for the designation of land to the north and east area as "Urban Reserve." This action is considered significant since it guides urban development in this area at some future date. However, it must be emphasized that the Dunsmuir area has been losing population for some time and immediate development of the Urban Reserve area is not immediate. Significant new development of the project area is not expected, but the designation of land for future urbanization is considered significant.

The project is designed to minimize environmental impacts by providing a realistic and coherent framework for development, should it occur. Development will be to enhance the human and environmental setting. The project attempts to identify those resources and public perceptions that are important in the project area, while providing a sound framework and areas for future growth.

The project attempts to identify hazards and public safety concerns such as noise, landslide areas, flood areas, etc. Should development occur, appropriate safeguards and mitigation measures can be applied to protect the public health, safety, and environmental setting. The implementation measures included in the General Plan should discourage haphazard, inappropriate development.

If the area designated as "urban Reserve" is developed in an urban fashion in the future, the following significant environmental effects may occur:

TOPOGRAPHY: existing land contours may be altered by grading and excavation.

WATER QUALITY: new development may increase the amount of ground covered with asphalt or other surfaces resulting in increased runoff with the potential to adversely affect water quality. Increased human activity associated with new urban development increases the chance of an accident that could introduce pollutants to the local surface waters.

AIR QUALITY: an increase in vehicular traffic and smoke and particulate emissions from wood burning activities can be expected if new development occurs. This could adversely affect air quality.

PLANT AND WILDLIFE: If areas currently undeveloped are urbanized, native vegetation types and associated wildlife will be affected or eliminated in the areas of development. However, no threatened or endangered plant or wildlife will be affected since none are present in the project area.

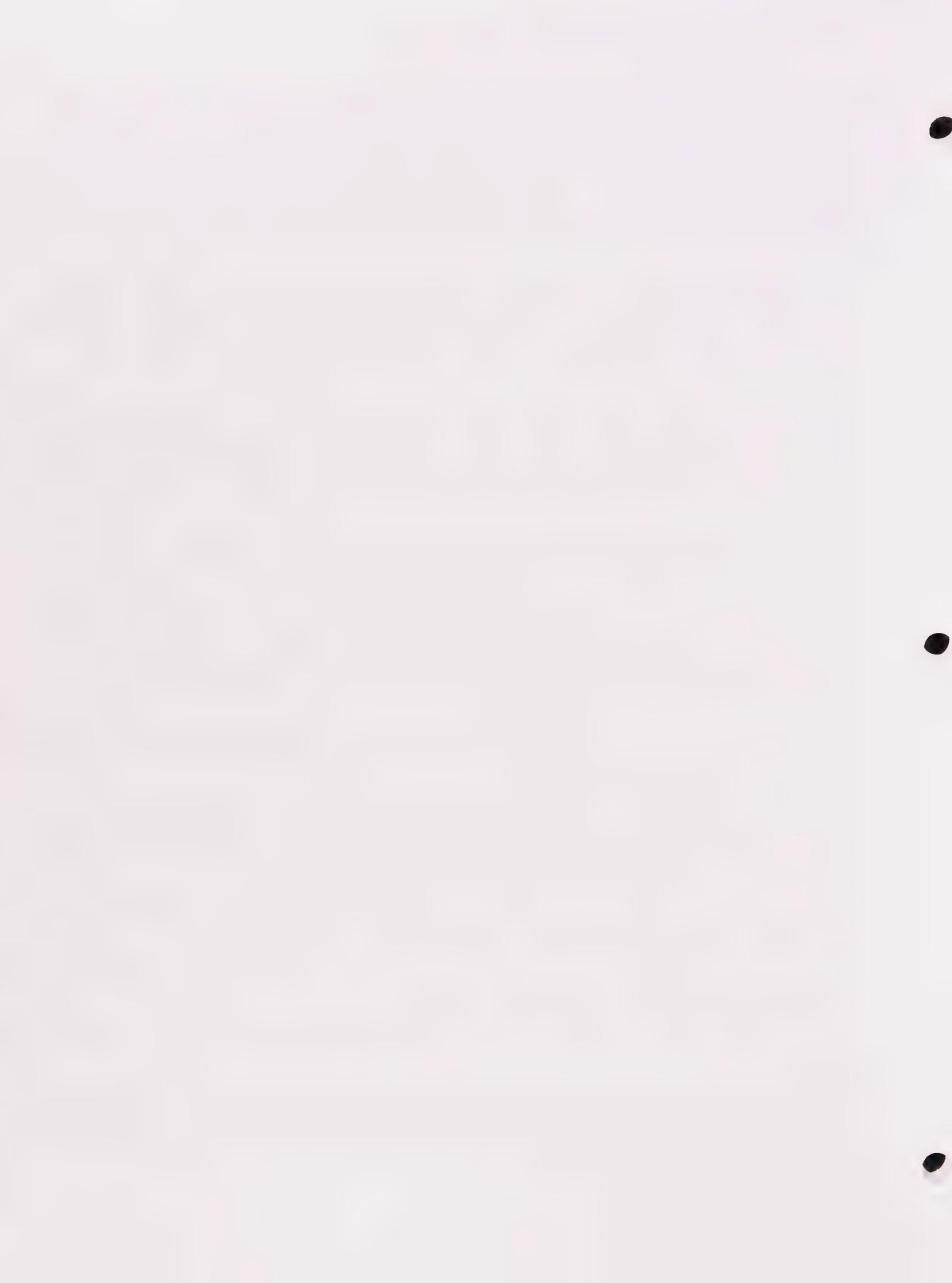
LAND USE: Land may be converted from Urban Reserve to more intensive uses.

EROSION: if vegetation cover is removed and not replanted prior to the next rainy season, erosion will likely occur.

ENERGY: energy will be consumed if development occurs for construction activities and consumption by the future urban users.

POPULATION: the population in the project area will increase if urban development occurs.

PUBLIC SERVICES: new development will necessitate the expansion of water and wastewater disposal facilities or the construction of new facilities. In addition, storm drainage, street lighting, road construction and maintenance, police, fire, solid waste disposal, and associated facilities and services will be expanded to service any new development.



CITY FINANCES: expanded services and capital facilities will require public expenditures.

ASTHETICS: the asthetic qualities of the area may be adversely affected if significant new development occurs. Public perceptions of the asthetic qualities of the project area, such as open space, clean water, clean air, etc, may change if development occurs.

NOISE: new urban development will increase noise levels.

CULTURAL RESOURCES: cultural resources may be damaged or eliminated if new development occurs.

PUBLIC HEALTH AND SAFETY; if development should inadvertently occur in a hazard area, the public health and safety could be adversely affected.

Significant Environmental Effects Which Cannot Be avoided if the Proposed Project is Implemented

LAND USE: some presently undeveloped land may be converted to more intensive, urban uses.

ENERGY: energy will be expended for any construction activities and on-going services of new development.

PLANT AND WILDLIFE: if land is converted from open space to more urban uses, native plants and animals will be displaced or eliminated.

WATER QUALITY: increases in impermeable surfaces associated with new development will cause increased runoff.

PUPULATION INCREASE: if new development occurs, population will increase.

PUBLIC SERVICES: if population increases due to new development, expanded public services and facilities will be necessary. Maintenance activities will increase.

NOISE: ambient noise levels will increase if new development occurs.

Mitigation Measures Proposed to Minimize the Significant Effects

The implementation measures contained in the General Plan are intended to permit orderly, appropriate development of the project area. Significant effects on the environment will be minimized if the effects of new development are mitigated. Specific mitigation measures are as follows:

SCENIC HIGHWAY ELEMENT:

- the creation of the scenic bikepath system will tend to discourage the use of automobiles (page 1).

CIRCULATION ELEMENT:

- the off-street measure will increase public safety, especially during weather extremes (page 1).
- Improvements to City streets will increase public safety (page 1).
- Encouragement of public transportation will tend to discourage the use of the



- Encouragement of carpooling will tend to discourage automobile use and reduce road congestion (page 1).
- Establishment of bikepaths and walkways will tend to discourage use of automobiles and reduce road congestion (page 1-2).

SEISMIC SAFETY ELEMENT:

- The creation of a Geologic Hazard (GH) zoning designation to promote appropriate development in hazard areas (page 3).
- Provide developers with current information regarding known geologic hazard areas (page 2-3).
- Modification of building codes to reflect the proximity of the project area to known seismic hazards (page 3).

PUBLIC SAFETY ELEMENT:

- Expansion of the domestic water storage capacity (page 2).
- Controlled development in flood hazard areas (page 3).
- Controlled development in landslide prone areas (page 3).
- Adoption of Fire guidelines regarding residential development (page 3).

NOISE ELEMENT:

- Enactment of a Noise Ordinance (page 2).
- Modification of building code for construction in high noise areas (page 2).

OPEN SPACE AND CONSERVATION ELEMENTS:

- Protective measures for the watershed of the domestic water source (page 2).
- Enforcement of the Floodplain Ordinance (page 2-3).
- Enactment of water quality measures (page 5).

LAND USE ELEMENT:

- Designation of geologic hazard areas (page 4).
- Controlled development of the Urban Reserve designated areas (page 4).

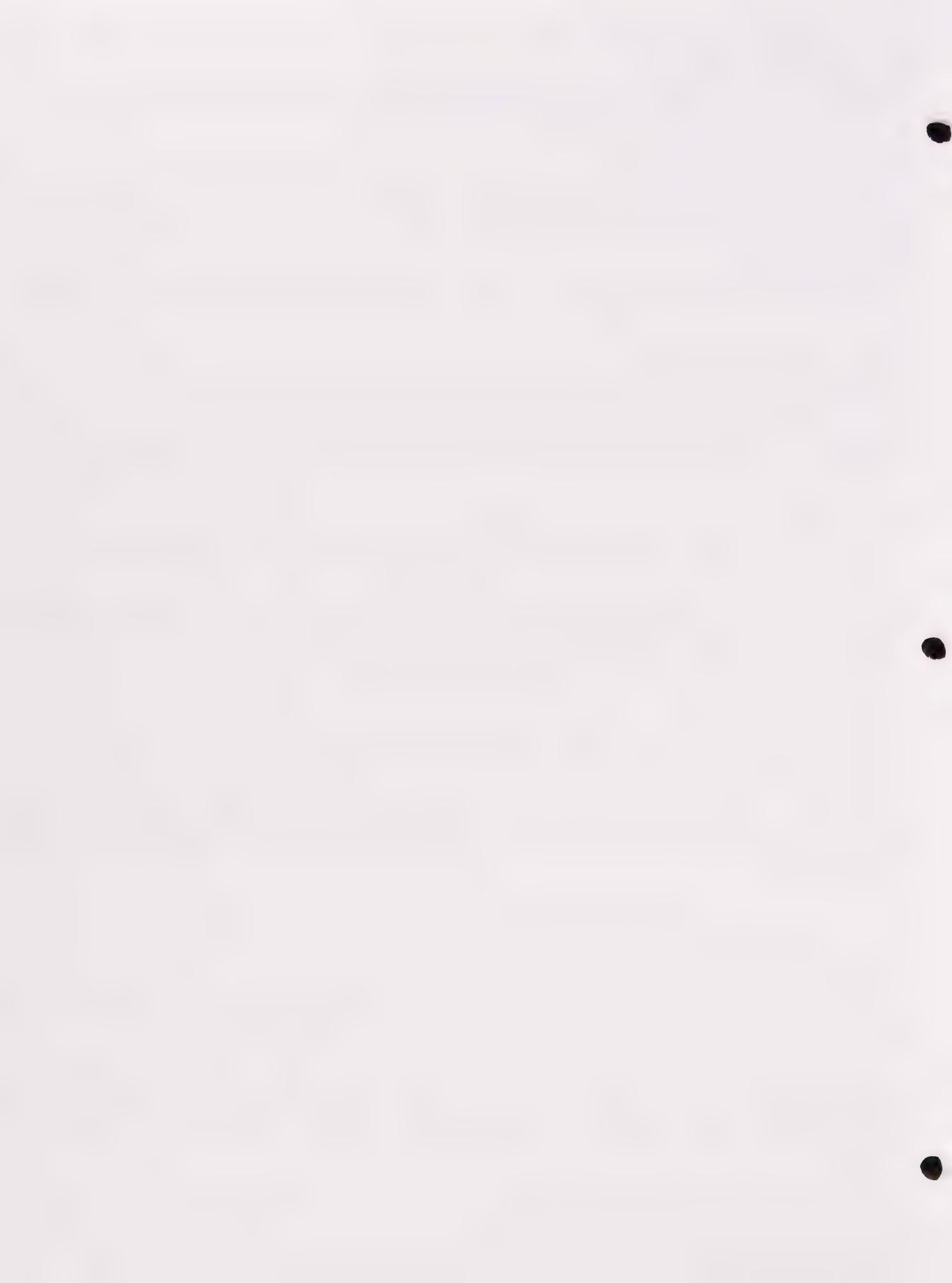
In addition, compliance with CEQA regulations and guidelines regarding all City actions, including amendments to the General Plan, will also mitigate any environmental effects.

Alternatives to the Proposed Action

Since the City of Dunsmuir does not have a complete General Plan, no action is not a viable alternative due to State law and proper planning policy.

A less restrictive land use plan (ie more area designated for intensive urban development) is not practical since the area with the greatest development potential is designated Urban Reserve in the proposed action. In other words, the Land Use Element proposed designations for urban development are all that is available.

A more restrictive land use plan (ie less area for urban development) is not practical since growth, if it should occur, must be accommodated. Environmental effects may be lessened with less land reserved for development. However, the City's responsibility to provide for the welfare and vitality of its residents dictates that some development must be accommodated.



The Relationship Between Local Short Term Uses of Man's Environment and the Maintenance of Long Term Productivity

A major goal of the General Plan is to achieve a balance between the short term needs of the citizenry and the long term needs of future generations. Short term needs include the development of housing, jobs, services and facilities that may require the conversion of open space to urban uses, the construction of roads and other services and facilities, the consumption of energy, and other utilization of the environment. Long term considerations are the maintenance of the environment to provide the resources to provide food, timber, minerals, and other necessities.

The short term needs of the City may require the conversion of open space to urban uses in the area designated Urban Reserve. This will reduce the land available for recreation, wildlife habitat, and future development in the project area. However, the surrounding regions are mainly undeveloped and planned developments with open space and other considerations are encouraged for the Urban Reserve area.

The implementation of the General Plan will enhance the long term productivity of the project area. A sound framework for the future development of the project area will enhance the human environment and preserve the "natural" environment.

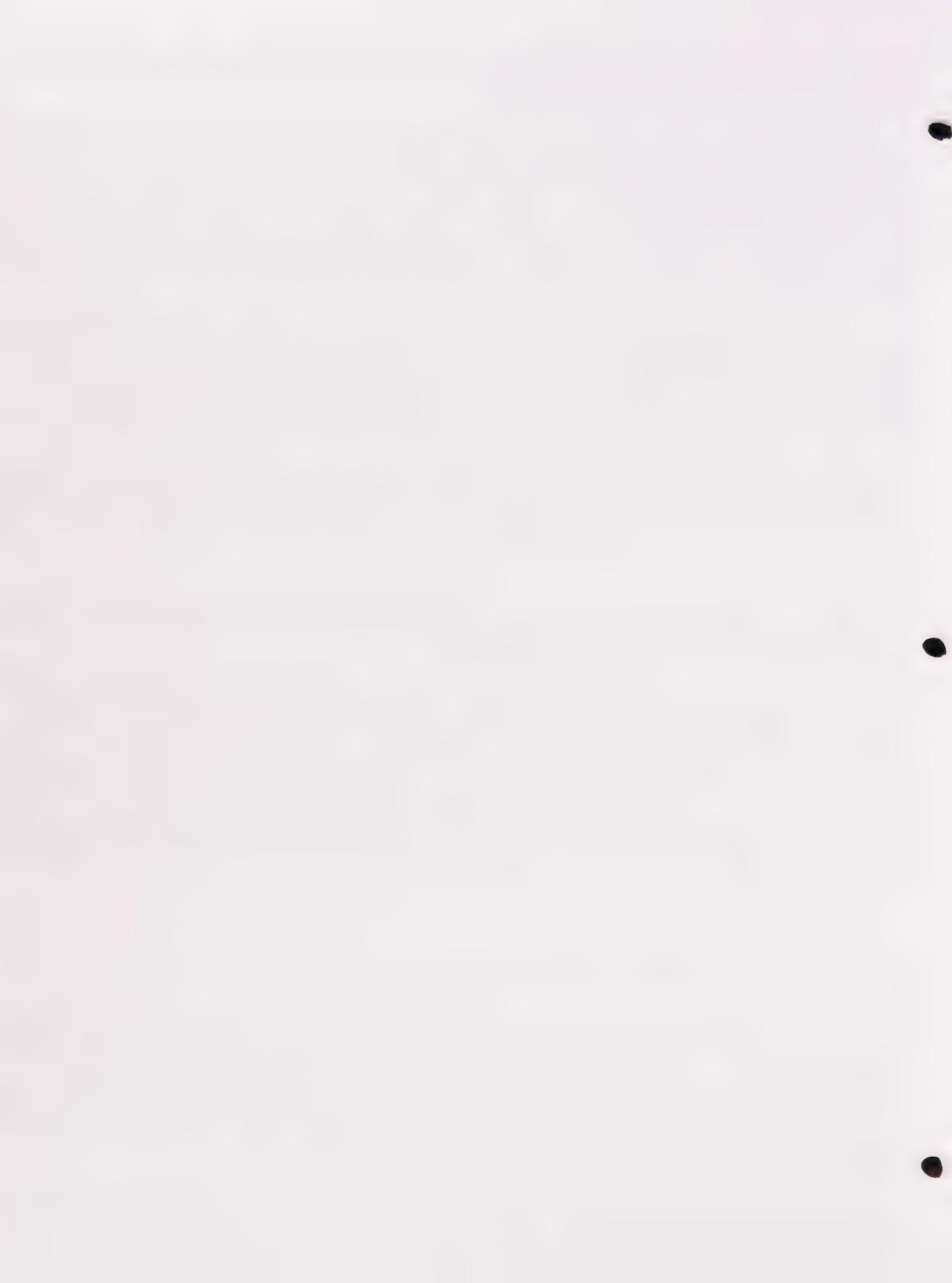
Significant Irreversible Environmental Changes Which Would Be Involved in the Proposed Action, Should It Be Implemented

Irreversible changes are those that imply such a long term commitment of resources that it is unlikely that they would ever revert to their previous state. Such changes would include changes in topography due to excavation and grading, the commitment of lumber, metal, plastics and other materials for building construction, the consumption of energy for construction and maintenance of services for new development, and the conversion of undeveloped land to more intensive urban uses. The action may require some irreversible changes but the implementation of the General Plan will reduce the environmental effects while providing for human needs and considerations.

Growth Inducing Impact of the Proposed Action

The City of Dunsmuir General Plan sets guidelines for the future development of the project area. If the land designated Urban Reserve should ever be developed the population in the project area could increase substantially. However, it must be noted that immediate development of the Urban Reserve areas is not expected. The actual growth will depend on many factors: provision of jobs, housing, water, wastewater, and other factors which cannot be anticipated.

The General Plan provides for development in an orderly, controlled fashion. New development must provide the capital for the provision of services, rather than the current citizenry. The natural constraints plus the implementation of measures included in the General Plan should allow growth at a manageable pace. The General Plan implementation should maintain natural resources such as water quality,



Effects Found Not to Be Significant

- Changes in geologic features.
- Changes in the course or direction of water movements.
- Substantial reduction in water supplies (current water source is quite substantial).
- Introduction of new plant or animal species.
- Interference with Emergency Response Plans.
- Alterations to water, rail, or air traffic.
- Climate.
- Historic resources.

Organizations, Agencies, and Persons Contacted

The City of Dunsmuir General Plan and the Draft EIR were prepared by the Great Northern Corporation under contract with the City.

The following persons, agencies, or organizations were contacted in the preparation of the Draft EIR:

Frank Mangels, US Forest Service

Soil Conservation Service

Brian Hembling, Dunsmuir Historic District Management Commission

Mike Rode, California Department of Fish and Game

City of Dunsmuir

County of Siskiyou

Terry Cox, Central Sierra Planning Council



PLANNING AND RESEARCH

14



RE: December 10, 1984

J: Reviewing Agencies

RE: The City of Dunsmuir's NOP for
City of Dunsmuir General Plan Revision
SCH #84121102

Attached for your comment is the City of Dunsmuir's Notice of Preparation of a draft Environmental Impact Report (EIR) for The City of Dunsmuir General Plan Revision.

Responsible agencies must transmit their concerns and comments on the scope and content of the EIR, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of this notice. We encourage commenting agencies to respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Jim Evans
The City of Dunsmuir
5915 Dunsmuir Avenue
Dunsmuir, CA. 96025

with a copy to the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the review process, call Price Walker at 916/445-0613.

Sincerely,

A handwritten signature in cursive ink that reads "John Ohanian".

John B. Ohanian
Chief Deputy Director

Attachments

CC: Jim Evans



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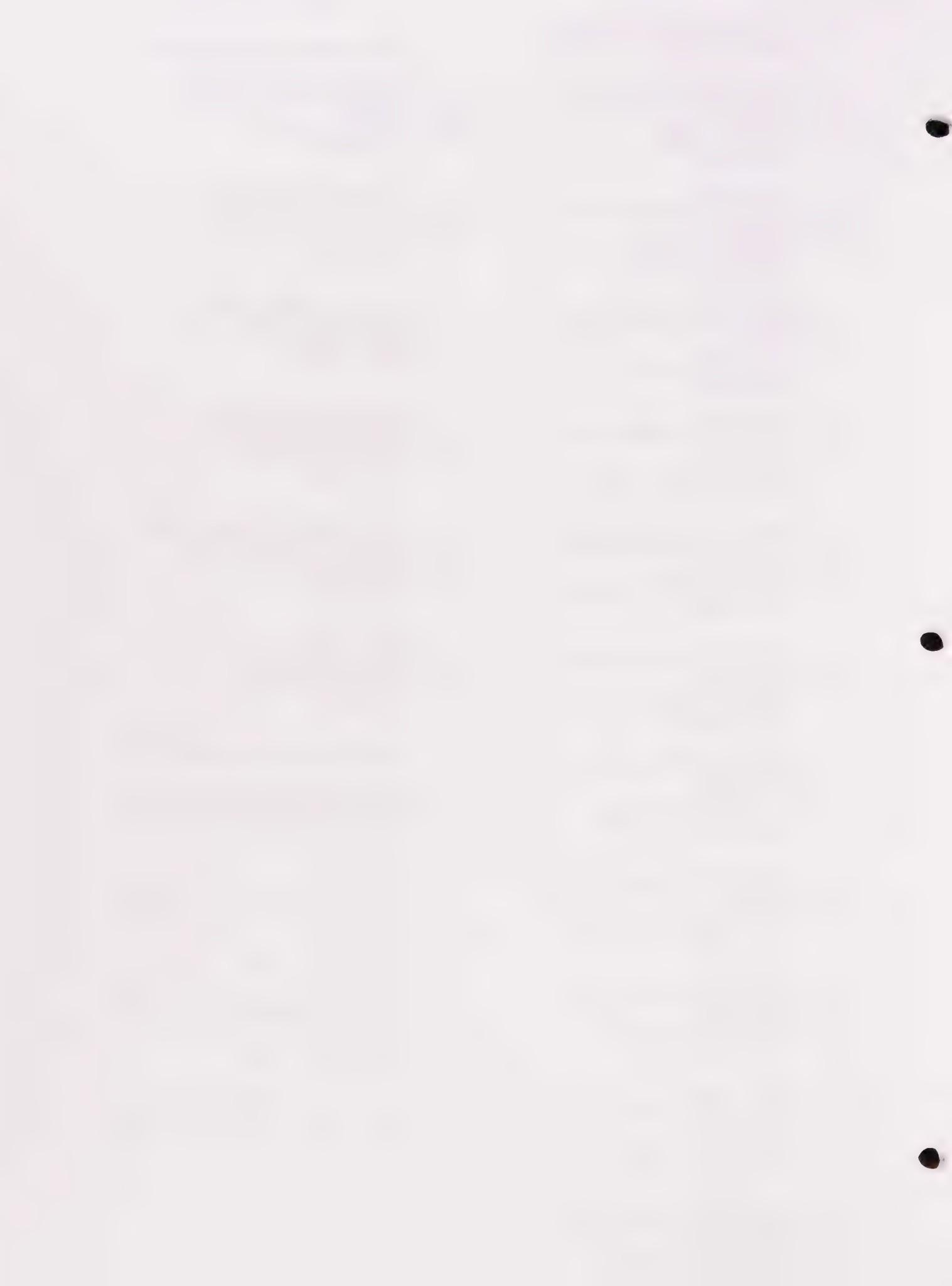
State Water Resources Control Board

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Al Yang
 State Water Resources Control Board
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~~(X)~~ Regional Water Quality Control Board
 Region # 05 city REDDING



84121102

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Hal Schwartz
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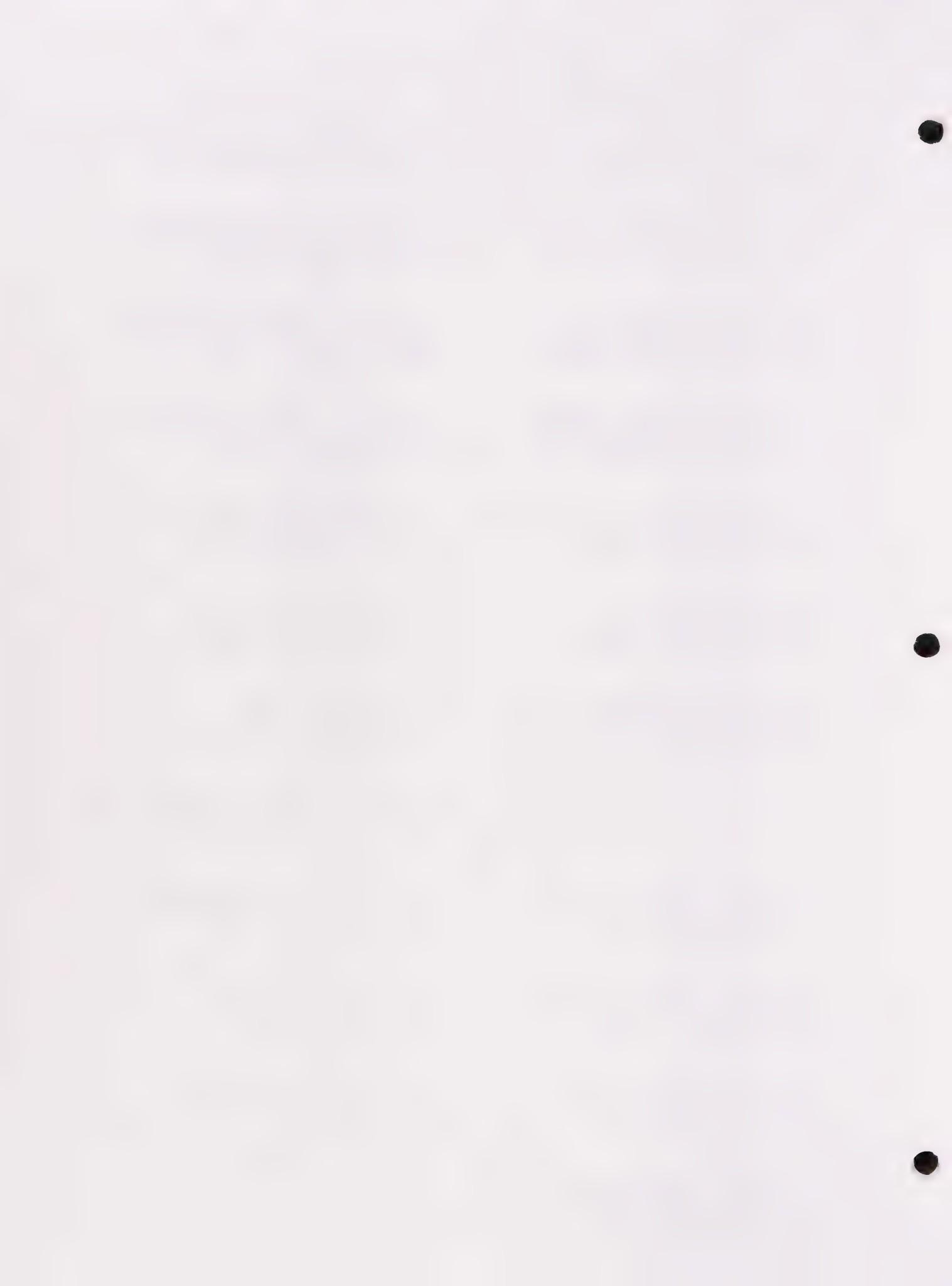
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Ken Fellows
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CAP



Memorandum

3/15

Terry Roberts
STATE CLEARINGHOUSE
1400 Tenth Street, Room 121

Date : March 7, 1985

Subject: Dunsmuir General
Plan Revision -
SCH #84121102

From : ENVIRONMENTAL HEALTH DIVISION
714 P Street, Room 616
322-2308

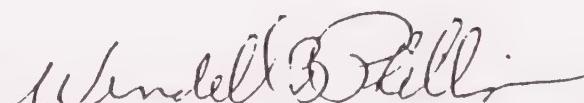
The Department has reviewed the subject environmental document and offers the following comments.

Considering the small population and resources of the City of Dunsmuir, the City staff who prepared the Noise Element should be commended for thorough, thoughtful and resourceful work.

With respect to Policy D and its implementation, City staff should obtain copies of State regulations regarding programs to reduce noise in schools and homes to acceptable limits. These should be available at CalTrans' Redding office (Environmental Planning 916/246-6308).

If you have any questions or need further information concerning these comments, please contact Dr. Jerome Lukas of the Noise Control Program, Office of Local Environmental Health Programs, at 2151 Berkeley Way, Room 613, Berkeley, CA 94704, 415/540-2665.

City Response: City will contact CALTRANS for this information.

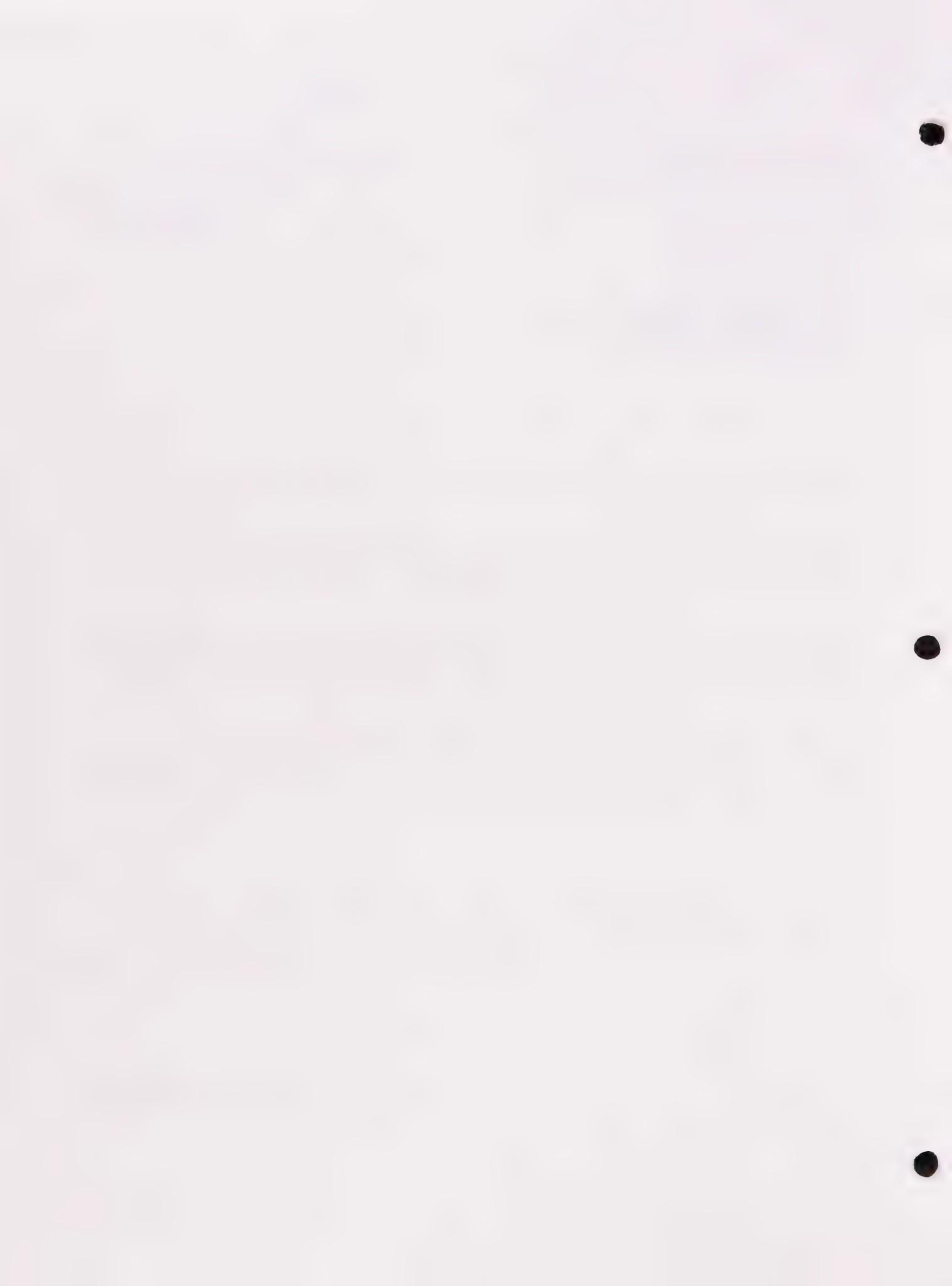


Windell B. Phillips, R.S., Acting Chief
Office of Local Environmental Health Programs

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MAR 17 1985

State Clearinghouse



REQUIRED FINDINGS

The City of Dunsmuir approves the adoption of the General Plan which includes potential significant effects on the environment. Pursuant to Section 15091 of the State CEQA Guidelines, the City makes the following required findings regarding significant environmental effects:

SIGNIFICANT EFFECTS:

- 1) Some presently undeveloped land may be converted to more intensive urban uses.
- 2) Non-renewable energy resources will be expended for new construction activities and the provision of on-going services.
- 3) If land is converted from open space to urban uses, native plants and animals will be displaced or possibly eliminated from the sites of development.
- 4) New development will cause an increase in impermeable surfaces with a subsequent increase in runoff.
- 5) New development will increase the population.
- 6) Population increase due to new development will cause an increase in the need for public services.
- 7) New development will cause an increase in ambient noise levels.

These impacts are unavoidable, if the area pre-zoned in the general plan as URBAN RESERVE, is developed for urban uses.

FINDINGS:

Pursuant to Section 15091(a)(1) of the State CEQA Guidelines, the City finds that the implementation measures contained in the General Plan and the Environmental Impact Report will substantially lessen the significant effects noted in the EIR. The General Plan implementation measures are intended to permit orderly development in appropriate areas with minimal effect on the environment.

Pursuant to Section 15091(a)(3) of the State CEQA Guidelines, the City finds that the project alternatives identified in the EIR (no project, less-restrictive land-use element, more restrictive land-use element) are not feasible. State Law requires the implementation of a general plan and therefore, no project is not feasible. Since the project area is quite constricted geographically, the proposed Urban Reserve area is the only practical area to direct new development. New development, should it occur, must be accommodated in an orderly fashion. Economic and social considerations preclude the feasibility of the identified alternatives.

STATEMENT OF OVERRIDING CONSIDERATIONS

The City of Dunsmuir, pursuant to Section 15093 of the State CEQA Guidelines, hereby determines that the overall benefits of the approval of the General Plan outweigh the potential significant environmental effects. The statements contained in the discussion regarding the required findings pursuant to Section 15091 of the State CEQA Guidelines are the basis for this determination. No General Plan project is not viable and development, should it occur, must be accommodated in a fashion outlined in the General Plan. The social and economic vitality of the Citizenry is dependent upon orderly future devlopment. The City will make every attempt to mitigate environmental effects in the orderly course of development, should it occur.

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